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IMAGE

Bentley's DB9 rival
Two-seat sports car on its way

New £2m Aston

Ballistic 800bhp Vulcan to fight LaFerrari and McLaren P1 hypercars

And we thought the £1.4m
One-77 was a bit special...



New Ferrari California vs Aston, Porsche

Turbo GT takes on drop-top rivals

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Roof-down face-off: new
Ferrari California T versus
Aston Martin V12 Vantage S
and Porsche 911 Turbo S



NEWS

- Aston Martin Vulcan** Hypercar gets 800bhp V12 **8**
Bentley's GT Two-seater Aston rival planned **12**
Jaguar F-Pace Firm plots all-electric version **14**
McLaren 675LT Hardcore supercar revealed **17**
Hyundai Tucson Geneva debut for new SUV **18**
Audi Prologue Avant Next estates previewed **20**

TESTED

- Citroën C4 BlueHdi 120** Not without merit **24**
Ford Focus ST-3 Revisions reap more rewards **27**
Volvo XC90 T8 Inscription Plug-in hybrid SUV **29**
Ford Mondeo 1.0 Zetec Three-pot lacks sparkle **31**
Infiniti Q70 2.2d Premium Tech **ROAD TEST** **50**

FEATURES

- Ferrari CaliforniaT vs rivals** Drop-top shootout **32**
Insignia around Europe Six-nation diesel drive **38**
Keyless car thefts Confronting high-tech crime **46**

OUR CARS

- Renault Twingo** Compact city car says hello **60**
Volvo V60 Munching some motorway miles **63**
Citroën C4 Cactus The lowdown on downsizing **65**

EVERY WEEK

- Matt Prior** Committed to the CoTY committee **21**
Steve Cropley The simple pleasure of driving **23**
Your views Porsche should abandon manuals **58**
Subscription offer Free pair of Bollé sunglasses **62**
Rear view mirror Measuring a milestone **90**

DEALS

- James Ruppert** Mulling a Mini for £4500 **66**
Used buying guide Five-pot fun for £5k **68**
New cars A-Z All the latest models rated **70**
Road test results Autocar's data archive **83**
Classifieds Cars, numberplates, services **85**



Previously loved Minis for £4500

COVER
STORY

12

Bentley's Aston Martin rival uncovered



29

Plug-in hybrid Volvo XC90 T8 driven



'The Focus ST oozes character,
from its involving drive to
its mighty powertrain'

Mark Tisshaw, p27



46 Collaring high-tech car thieves



60 New Renault Twingo joins the fleet



38

One day, six countries, 700 miles and a Vauxhall Insignia



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#SR7

11:40 PM



NEW SR7 RANGE



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Aston Martin Vulcan hypercar previews the firm's future look



Why Aston Martin's future starts now

ABOUT 18 MONTHS ago, Aston Martin appeared to be on the ropes. Leadership succession plans seemed to be faltering, the product range needed overhauling and new investment on the scale required appeared hard to come by.

One by one, each of those issues has been addressed. In Andy Palmer, Aston has another mercurial talent at the helm, and one grounded in the realities of engineering and production. In AMG and Mercedes, it has the ideal partners to take it forward in all the areas required. And, come next month's Geneva motor show, we expect to have a clear outline of where the investors are going to spend their money to accelerate development of a new era of cars.

This overwhelmingly positive backdrop brings with it many benefits, not least of them being the way in which last week's Vantage GT3 and this week's Vulcan can be viewed.

They are not – as was potentially the case – limited-edition fripperies but, instead, the work of a company celebrating the end of one era and preparing to begin another, in the finest of style.



JIM HOLDER EDITOR

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THIS WEEK'S TOP FIVE

GALLERY

Geneva motor show

Latest pictures and video from the show floor



REVIEW

2015 Honda Civic

New Sport trim brings more equipment to this practical hatchback



NEWS

Skoda Superb

See our exclusive studio photographs of the new saloon



NEWS

Goodwood FoS

Mazda to be honoured at the Festival of Speed



BLOG

Darren Moss

Why the new DS brand can make it in Europe



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THIS WEEK

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OFFICIAL PICTURES



Aston unleashes Vulcan

■ Track-only two-seat hypercar priced at £1.8 million ■ Just 24 cars to be made ■ Normally

Aston Martin is entering the hypercar ranks with this eye-catching new model called Vulcan. Just 24 examples of the £1.8 million track-only car will be made. It will be powered by the most powerful normally aspirated car engine in production, an 800bhp-plus 7.0-litre V12.

The Vulcan is named after the aircraft that once used Aston's Gaydon headquarters when it was an RAF base. It is built around a carbonfibre tub and is made almost exclusively of exotic, lightweight materials.

Design chief Marek Reichman revealed that the Vulcan also previews the "visual language of our future sports cars", as Aston prepares to give greater visual differentiation to its sports cars and GTs in its next generation

of models, due from 2016.

The Vulcan will go into production in the fourth quarter of this year. Its public debut is at the Geneva motor show, before being seen and heard for the first time in action at a demonstration at the Le Mans 24 Hours race in June.

A crack team of engineers from Aston's Special Projects division headed by David King and hand-picked designers, including exterior design chief Miles Nurnberger and interior design boss Matt Hill, have worked with Aston Martin Racing (AMR) driver Darren Turner on all aspects of the car to ensure it is an uncompromised track tool.

Also included with the Vulcan is a driver programme that aims to allow owners to get the most out of their cars, including

full technical and instructional support and bespoke track days (see separate story, right).

At the Vulcan's core is a two-seat carbonfibre tub derived from that used by the One-77. About 50% of the tub is new, with the chassis made stiffer and lighter and adapted to fit a full FIA-spec roll cage. Aston has worked with engineering firm Multimatic on the chassis and body development, as it did with the One-77.

The engine is mounted front-midship, with about 50% of it extending back into the cockpit. It is an AMR-developed normally aspirated 800bhp-plus 7.0-litre V12 that drives the rear wheels through an Xtrac six-speed sequential gearbox derived from the Vantage GTE race car's. The titanium exhaust has two side



V12 engine is mounted ahead of the driver but well back in the nose



Front end sets the template for future Aston sports cars

an hypercar

aspirated 7.0-litre V12 has 800bhp-plus ■ Weighs 1350kg

exits, and Reichman promises flames on downshifts and a sound "to make you stand up and notice". A 200mph-plus top speed is expected.

The Vulcan could prove to be the swansong for the normally aspirated V12 engine in an Aston Martin. The V12 is sure to live on in the next generation of Astons but is likely to adopt turbocharging in the future.

The suspension is a pushrod set-up derived from racing. The dampers are adjustable, as are the anti-roll bars. The braking system features Brembo calipers and carbon-ceramic discs, measuring 380mm in diameter at the front and 360mm at the rear, and an adjustable anti-lock braking system sourced from Bosch. The tech spec also includes a variable traction control

system, an integral limited-slip differential, a magnesium torque tube with a carbonfibre propeller shaft, lightweight magnesium centre-locking 19in alloy wheels and 345/30 bespoke Michelin tyres.

Reichman promises a "visceral driving experience" for the Vulcan. "It's a very connected car," he says, "but one you always feel in control of. Drive it and you will feel everything it is doing."

The Vulcan has the same 2.8-metre wheelbase as the One-77 and is 2.2m wide, some 200mm wider than the One-77. It is also about 100mm lower than the 1.2m-tall One-77 and is 150kg lighter, at 1350kg.

Reichman says the Vulcan is perhaps the ultimate embodiment of Aston's 'power, beauty, soul' ethos.

"This is clearly a very powerful car," he told Autocar. "The beauty is there to see. This is a track car but one done with perfect proportions and surfacing in mind, all natural and created from form and shape in our typical way. The soul comes from the team. We've got our best engineers and designers on this car. It's the sort of car a designer gets up in the morning for."

The Vulcan's dramatic design mixes a full aerodynamic package with a sculpted carbonfibre body and keen attention to detail through such features as the titanium side strakes and dramatic rear lights made from 27 individual light bars on each side.

Reichman says the front-end design provides big clues to the future of Aston's sports cars, →

Owners to get track training



EACH VULCAN WILL be offered with an all-encompassing support package designed to allow each individual owner to get the most from his or her car.

Ahead of deliveries, drivers will be offered track days in a range of Astons – including the V12 Vantage S, One-77 and Vantage GT4 racer – to hone their skills. They'll also have access to Base Performance Simulators, a race simulator company in Banbury.

Once they take delivery of their Vulcan, a pro racer, most likely Aston's Darren

Turner, will work with the drivers to help them get the most from their car, gradually progressing through the horsepower, which can be electronically limited, and different tyres, ending up with slicks.

A whole host of functions can be adjusted to suit the driver, including brake bias, the suspension and various electronic driver aids.

Aston will lay on bespoke track days for owners and also make technical support available should owners take their Vulcan to a track day elsewhere.





Aston Martin has engineered the Vulcan so owners can get approval to drive it on the road



← doing away with a traditional grille. "This will be a huge influence for our future sports cars," he said. "The face of the cars in particular, although we have time to develop that."

"We will take on board a much more athletic appearance for future sports cars than now. There will be more shock and surprise, more form following function

with more aero and technical influence."

The two-seat interior focuses on being lightweight but it is not a stripped-out affair. It is very driver centric and completely tailored around the driving experience, with typical Aston quality and craftsmanship and 'jewellery' detailing. Materials such as Alcantara, leather, carbonfibre,

aluminium and titanium are all used, and every part of the interior, like the exterior, is 'designed', right down to the direction of the weave on exposed pieces of carbonfibre.

Aston has worked with Darren Turner on the driving position to ensure all the controls are to hand, and to maximise visibility, hiding the slim A-pillars behind the roll cage. His involvement extends to working on the positioning of the mirrors in order to further improve visibility through the polycarbonate windows and screens. The steering wheel is devoid of a top section to allow an unobstructed view of the digital instrument display, which houses all of the key driver information.

A huge amount of customisation will be offered on the Vulcan, and Aston expects no two models to

be the same. To protect the bodywork in track use, Aston will supply a spare set of unpainted carbonfibre panels, allowing the car to be preserved as "art".

Although the Vulcan is track only, Aston has engineered it to allow owners to 'single type approve' it for road use if they require by ensuring items such as lights, the wiper and handbrake all feature in the correct places. Certain customers are likely to take it racing, so it meets full FIA safety regulations. However, Aston Martin has no plans to follow up the Vulcan with a full-blown road car.

The production run of 24 units was chosen to link the car to the 24-hour races in which Aston competes and because it is coming out in the year of the 24th James Bond film, *Spectre*, for which Aston

is providing its special DB10 sports car.

Reichman says several of the cars are now accounted for by customers, despite having not officially opened any sales channels. Some customers have seen the car and have helped influence the technical spec and supply base for certain parts, but not the design. He expects the firm to have no trouble selling the 24 units, and prices should in time appreciate, as is now happening with the One-77.

The Vulcan will in essence rival the likes of the track-only McLaren P1 GTR and LaFerrari FXX K, which are also offered with driver programmes. But Reichman believes Vulcans won't be an either/or purchase decision next to rivals, but will be bought by people who can afford all the cars in the class.

MARK TISSHAW



Vulcan is the embodiment of Aston's 'power, beauty, soul' ethos



**AUTOCAR
IMAGE**

Bentley touts Aston rival

A concept is poised to signal Bentley's intent to make a two-seat sports GT to rival Aston and Ferrari

Bentley will unveil a super-performance front-engined two-seat sports GT at the Geneva motor show in two weeks' time as a preview to a new model aimed squarely at stealing sales from Aston Martin and Ferrari.

The car, a concept, is likely to be powered by a specially configured version of the 500bhp Audi-sourced 4.0-litre twin-turbo V8 introduced recently into Bentley's other models. However, higher-powered versions with different engines would be likely if it went into

production in order to ensure that the car could match the 200mph top speed of some of its saloon siblings.

Bentley is likely to say the car's main purpose is to test the reaction of potential customers, but the new model was first mentioned as a production possibility by returning CEO Wolfgang Dürheimer in a press conference last summer. Autocar understands the car is likely to be positioned beside the Continental GT, not below it.

Dürheimer also revealed the possibility of a saloon between

the Continental Flying Spur and Mulsanne, and there have been suggestions since then of a more compact SUV than the forthcoming full-sized Bentayga, which is due to hit the market next year.

If built, the new two-seat coupé would extend Bentley's product portfolio to five distinct models and push annual volume beyond 12,000 units, although production would probably be lower than the 3000 tipped for the Bentayga, which is already in demand from the biggest markets such as the US and China.

The GT is certain to be designed in Bentley's Crewe studio. It would probably use the Volkswagen Group's MSB flexible architecture, designed for cars of all formats positioned above the Audi range. Its front/mid-engined engineering layout would likely be informed by Bentley's recent experience with its successful GT3 racing cars.

Bentley is currently extending its production facilities for the Bentayga, so if okayed for production, the new GT would be unlikely to reach buyers before 2018. In

today's money, prices would be expected to start at about £120,000-£140,000.

Bentley has a long history of launching concepts at the Geneva motor show. The concept that produced the Bentayga SUV was first seen there, three years ago, as was the mid-engined Hunaudières prototype (which foreshadowed Bentley's return to Le Mans) in 1999. A small Bentley convertible, the Java, also made its debut at the Geneva show in 1994 but did not reach production.

STEVE CROPLEY

REVAMP FOR MITSUBISHI L200

A new Mitsubishi L200 pick-up will be revealed at the Geneva motor show next month. An all-new 2.4-litre diesel engine will be available with either 151bhp or 178bhp. Other changes include a new six-speed manual 'box and plusher cabin.



MAZDA IS STAR MARQUE AT FOS

Mazda will be the featured manufacturer at the Goodwood Festival of Speed on 25-28 June. The Japanese car maker will showcase its current line-up along with racing classics such as the Le Mans 24 Hours-winning 787B.



Bentley's two-seat concept will make its debut in two weeks



Revised Bentleys for Geneva

BENTLEY CONTINENTAL GT and Flying Spur facelifts have been revealed ahead of the cars' unveilings at the Geneva motor show in March.

The changes, which are said to have been made in response to customer requests, centre on powertrain, technology and interior comfort developments.

The twin-turbo 6.0-litre W12 in the Continental GT has more torque and power, delivering 582bhp (up by 15bhp) and 531lb ft (up by 15lb ft), while fuel economy is improved by 5% through the introduction of a 'variable displacement' cylinder deactivation system. Emissions are rated at 329g/km (from 338g/km) and combined fuel economy at 20.0mpg (from 19.5mpg).

Exterior changes to the Continental GT are said by its maker to "sharpen its on-road presence". Highlights at the

front include a new bumper design, smaller radiator shell and bright chrome badges denoting the engine type.

At the rear, the bootlid is more sculpted and the rear bumper has been reshaped and widened. New 20in and 21in wheel designs are also available, as well as three new paint colours.

In addition, V8 S and GT Speed models get a new rear diffuser in order to differentiate them from less performance-focused Continentals.

Bentley says all of the Continental GT's driver controls are new, and buyers can opt to have what is described as a "more ergonomic and sports-orientated steering wheel" and larger gearshift paddles fitted. The interior also features more chrome detailing, plus new dials and graphics

and a revised surround for the centre console.

Further options include onboard wi-fi and new cushion, backrest and leather detailing.

The Flying Spur's W12 now delivers 612bhp and 590lb ft. The addition of a cylinder deactivation system also lowers CO₂ emissions to 333g/km (from 343g/km).

Additionally, the Flying Spur gets new 20in and 21in wheel designs, new interior finish options, a revised cabin with more modern graphics, an updated steering wheel design and a wi-fi hotspot system as standard.

Deliveries of the facelifted Continental GT and Flying Spur will begin this summer. When contacted by Autocar, Bentley was unable to reveal whether prices would be affected as a result of the changes.

JIM HOLDER



STEVE CROPLEY

Why predictability excites

BENTLEY'S FORAY INTO sports cars borders on the predictable. Further expansion was always going to happen: the firm is managed by Wolfgang Dürheimer, who presided over the massive growth of Porsche brought by the Cayenne and Panamera. His options for Bentley growth have already been loosely identified: a sports car, a smaller SUV than the Bentayga, and maybe a third saloon between the Flying Spur and Mulsanne.

However, a compact SUV would surely steal the Bentayga's thunder just when the firm is selling big



power and big proportions. And it's hard to get excited about a third Bentley saloon. But the idea of a front/mid-engined Bentley two-seater is really, *really* intriguing, because the company's approach is sure to be very different from that of Aston Martin, whose lunch it wants to steal. It's a debut no one at Geneva will want to miss.



Flying Spur has an updated steering wheel, more modern graphics, fresh trim options and standard wi-fi

REVISED SHARAN REVEALED

The Mk2 Volkswagen Sharan has had a mild facelift, four years after it first appeared in UK showrooms. It gains subtle exterior styling tweaks together with new connectivity options and more economical four-cylinder engines.



SUBARU BOXER TOPS 15 MILLION

Production of Subaru's boxer engine has passed 15 million units. The first Subaru equipped with a boxer engine was the 1000, introduced in 1966. The latest boxer engine is installed in the all-new Outback, which goes on sale in the UK on 1 April.



Jaguar plots electric F-Pace

Sporty all-electric SUV could share technology with more opulent Range Rover

Jaguar is working on a fully electric car, according to well-placed industry sources. Although still unconfirmed, it is thought that the new model will be based on the upcoming F-Pace SUV. It should have a typical range of around 300 miles.

JLR has experience with electric transmissions through its development of the cancelled C-X75 supercar project, which was engineered in conjunction with Williams Advanced Engineering in Oxfordshire.

The two companies' ongoing collaboration includes the building of the C-X75 supercars that will be used in the new James Bond movie, *Spectre*.

There are two reasons for the move to a pure-electric powertrain. The most important is new Zero Emission Vehicle (ZEV) legislation introduced in California and adopted by another seven states in the US. These laws demand that, between 2018 and 2025, the proportion of new ZEVs sold rises from 5% of all new cars to 15.4%.

Second, analysts expect rising demand for electric luxury vehicles as more global cities begin to introduce 'zero emission zones' of the type proposed for central London. Tesla has also proved that there is a rising global market for an upmarket all-electric vehicle.

With SUVs and crossovers

dominating the US new-car market, and Tesla's long-awaited Model X SUV on the way, an electric F-Pace makes good sense.

There's also a good chance that Range Rover will offer an all-electric SUV using the same technology as the F-Pace. Last year Autocar revealed that Land Rover design boss Gerry McGovern was considering a new line of Range Rovers that could be "incredibly luxurious and low-slung".

It is thought that this potential new model could be based on the same basic aluminium architecture as that of the F-Pace, but with a greater emphasis on opulence in place of the Jaguar's focus on dynamic performance.

Building the EV across two brands will also help reduce per-unit costs, while the pricing potential for a super-luxury electric Range Rover must be tempting to JLR planners.

The unexpected success of Tesla - a rare example of a breakthrough in the automotive market by a start-up company - proved what

trend spotters had suspected for some time.

It is the world's most affluent consumers who are most enthusiastic about 'green' technology, and the only people who can afford an electric car with a near-300-mile range.

Moreover, vehicles powered by electric motors are inherently smooth, refined and swift, giving them a decisive advantage over conventional luxury cars.

Tesla sold around 32,000 vehicles last year, with the biggest market being the US. That's only a pinprick in the global car market but the new legislation in the US should help change that, and this niche market will expand as larger makers get involved.

Investing in electric SUVs and crossovers is not just for the future US market. China's government is also pushing for more of what it calls 'New Energy [electric] vehicles', which only the most affluent car buyers are likely to be able to afford.

HILTON HOLLOWAY



Proposed model would satisfy growing US zero-emission legislation



All-electric Jaguar F-Pace could have a range of 300 miles

Cleaner Ingenium diesel for facelifted Evoque

THE REVISED RANGE Rover Evoque, set to be unveiled at next month's Geneva motor show, will be Land Rover's most efficient production model ever with JLR's new 2.0-litre Ingenium diesel engine under its bonnet.

With a manual gearbox the two-wheel-drive, 148bhp, 317lb ft eD4 will deliver a claimed 109g/km and 68mpg, which represent an 18% improvement in efficiency over the previously most efficient Evoque diesel. A more potent diesel will also be offered with 178bhp.

In addition, the new car

will be available with Land Rover's existing 237bhp Si4 petrol engine, which can achieve 36mpg and 181g/km.

A choice of three drivelines will be offered: two-wheel drive, four-wheel drive and Active Driveline, the latter of which shuffles between two and four-wheel drive.

Under the skin, the Evoque's suspension has been altered to take into account the lower weight of the Ingenium diesel engines.

Land Rover has tweaked the car's exterior with a new front bumper, enlarged air intakes, two new grille

designs, all-LED adaptive headlights and new alloy wheels among the key changes. The rear gets a new tailgate spoiler and high-level LED stoplight.

In the cabin, the revised car features new seats and door casings, new soft-touch materials and fresh colour choices. There's also a new 8.0in touchscreen infotainment system.

Prices will be confirmed closer to launch but Land Rover indicates they will be comparable to those of the current model, which starts at just over £29,000.



OFFICIAL PICTURE 



SPY SHOT
EVOQUE CABRIO



Evoque cabrio close to production reality

LAND ROVER'S RANGE Rover Evoque cabriolet has again been spotted testing, with the latest spy shots appearing to confirm JLR's intentions to make the 2012 Evoque cabriolet concept a reality.

Although yet to be officially confirmed by Land Rover, the cabriolet could well form part of the facelifted Evoque range.

These spy pictures clearly show that the soft-top Evoque will get revised rear-end styling, with the most prominent addition being a rear-mounted lip spoiler.

A concept based on the three-door Evoque was seen at the Geneva show in 2012, and Land Rover bosses have said they are "keen" on the idea.

Judging by the advanced state of this prototype, it may be less than 12 months from the showroom.

Engineers will have worked to solve any issues with body rigidity and handling which may have arisen through the loss of the Evoque's roof. It's not known whether its absence has affected the model's off-road capabilities.

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The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. *0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. You will not own the vehicle until all payments are made. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.

OFFICIAL
PICTURES
McLarenThe 675LT is based
on the 650S but
30% of it is new

675LT tops McLaren's 'Super' range

Hardcore 650S-based supercar gets 666bhp twin-turbo V8 and 0-62mph in 2.9sec; priced £260,000

McLaren has crowned its range of supercars with this new 675LT model, a harder, lighter and more powerful version of the 650S.

The new model will make its world debut at the Geneva motor show in March. Customer deliveries will begin in July at a price estimated to be about £260,000, some £65,000 more than the 650S on which the car is based.

The coupé-only 675LT – 'LT' refers to its long-tail aerodynamic design, something first used on the 1997 F1 Longtail – sits above the 650S coupé and Spider in McLaren's range of so-called 'Super' models. The P1 is in the 'Ultimate' range, and the upcoming smaller models due to be revealed at the New York motor show in April are in the 'Sports' range.

The 675LT features a more powerful and significantly modified 666bhp version of the 650S's twin-turbo 3.8-litre V8.

McLaren says 50% of the parts in the V8 engine are new, including new turbos, new camshafts and connecting rods, a faster-flowing fuel pump and delivery system, and

detail changes to the cylinder heads and exhaust manifolds.

So extensive are the engine changes that the unit has a new codename: M838TL. Power rises 25bhp over the 650S to 666bhp, with peak power arriving at 7100rpm. Torque is up from 500lb ft in the 650S to 516lb ft at 5500-6500rpm in the 675LT. As with the 650S, the engine is mated to a seven-speed dual-clutch automatic gearbox.

Extensive use of carbonfibre for the bodywork and aerodynamic features and other lightweight elements in the engine, chassis and body give the 675LT a dry weight of 1230kg, which is 100kg less than that of the 650S. As a result, the power-to-weight ratio is improved from the 650S's 493bhp per tonne to 541bhp per tonne in the 675LT.

The combination of lighter weight and prodigious new engine outputs result in a 0-62mph time for the rear-drive 675LT of 2.9sec, some 0.1sec faster than the 650S. But a greater improvement is had in the 0-124mph time, which is cut from 8.4sec to 7.9sec. The 675LT's 205mph



The use of lightweight materials in the body, chassis and engine result in a dry weight of just 1230kg

top speed is 2mph less than the 650S's due to the extra drag of the aerodynamic set-up.

The 675LT's look is significantly altered and reprofiled from that of the 650S, sporting many aerodynamic features and an altogether more aggressive style. The Longtail Airbrake is a key part of the new design, being 50% larger than on the 650S. The polycarbonate rear screen is another new feature, complete with more louvres.

Also new at the rear are the carbonfibre wings and twin circular exhaust pipes made from titanium, which

are exposed at the rear deck to improve cooling. They sit above a new bumper and rear diffuser that are both made from carbonfibre.

At the front, there is a larger carbonfibre splitter and new front bumper design aimed at improving cooling and downforce, channelling the air to the rear of the car through several aerodynamic features.

McLaren has yet to confirm any chassis or dynamic changes to the 675LT over the 650S, saying only that it will deliver "ultimate levels of driver engagement". The car is road legal but track

optimised. In total, one-third of the parts on the 675LT are new compared with the 650S.

The interior of the car has yet to be revealed, but McLaren has promised a driver-focused interior with P1-inspired lightweight carbonfibre bucket seats wrapped in Alcantara.

The 675LT will be offered in what McLaren calls five 'By McLaren' specifications, which are inspired by famous colours and liveries from its past. The five colours and themes on offer will be mirrored inside and out.

MARK TISSHAW

CEE'D SET FOR GT LINE SPEC

Kia is adding a GT Line spec to its Cee'd range. As well as cosmetic upgrades, the derivative has Kia's 1.0-litre T-GDi petrol engine and a seven-speed dual-clutch automatic gearbox. The Cee'd GT Line reaches the UK at the end of the year.



NEW JAZZ READY FOR SUMMER

Honda has revealed its new Jazz, which goes on sale here this summer. Honda says its supermini has more passenger and luggage space than its predecessor. Refinement is also claimed to be better. Power is from a 1.3-litre petrol engine.





Hyundai revives Tucson

Hyundai targets global success with a longer, wider ix35 replacement due to be launched at Geneva

Hyundai's new Tucson SUV will make its debut at the Geneva motor show next month before going on sale in the UK in September.

Hyundai retired the original Tucson in 2010 to make way for the ix35, but it has now reversed that decision in the hope of making the Tucson a more global product.

The Tucson, which replaces the current ix35, is 4475mm long, 1850mm wide and 1645mm high. The wheelbase

is 2670mm. Those dimensions make it longer, wider and lower than the outgoing ix35.

The Tucson takes on a more rugged appearance than the ix35, and features Hyundai's prominent grille design. A clear resemblance to the larger Santa Fe can be seen.

Peter Schreyer, Hyundai's design boss, said: "We tried to make an SUV, but make it bolder and stronger. When we do something like this, of course, we have in mind

that it needs to be successful globally. It needs to be a good product, and then it can be successful in all markets."

Powering the new Nissan Qashqai rival will be two petrol and three diesel engines, all meeting Euro 6 emissions standards.

A 1.6-litre petrol engine is available in both naturally aspirated and turbocharged forms, producing 133bhp and 174bhp respectively. The diesel line-up kicks off with a



The new Tucson's more premium interior includes a faster sat-nav

Fresh look and cleaner engines for revised 208



THE PEUGEOT 208 has been facelifted and now comes with new, cleaner engines and a new trim level.

The whole range has been updated visually with a new front bumper, a wider grille and more chrome. There are new headlights from Active trim level up, complete with a new LED signature.

Inside, there's a leather-trimmed steering wheel for Active trim and above, while the dashboard has a new finish on high-spec versions.

The 7.0in touchscreen has been upgraded to include a new Mirror Screen function that can display the screen of a compatible smartphone.

Peugeot says the model's updated diesel engines now emit less than 95g/km CO₂. There are three 1.6-litre diesels, in 74bhp, 99bhp and 118bhp outputs.

There is also a new 108bhp petrol engine. The turbocharged 1.2 PureTech 110 comes with engine stop-start technology, a

five-speed gearbox and CO₂ emissions of 103g/km. The other two petrol engines in the range – a 67bhp 1.0-litre and an 81bhp 1.2-litre – are unchanged.

A new trim level, called GT Line, aims to bring an element of the GTi's styling to models lower down the range.

Final pricing for the refreshed 208 will be revealed closer to the June on-sale date. The model will make its public debut at the Geneva motor show in March.

Hyundai drops "risky" sports car

HYUNDAI UK BOSS

Tony Whitehorn has dashed rumours of a new sports car for the brand, instead saying the Korean firm will focus on hotter performance versions of its existing products.

Speaking at the company's recent annual business briefing in London,

Whitehorn said: "Putting a new sports car into that segment isn't easy. It's a big risk."

Hyundai was believed to have been considering a new sports car to help increase the emotional appeal of the brand, in line with the PassoCorto concept shown last year.

Instead, Hyundai says it will focus on integrating its N Performance sub brand, from its World Rally Championship programme, with its road car line-up.

The firm's president, Peter Schreyer, said the company is putting "more focus on higher performance cars".



The 2014 mid-engined PassoCorto concept now won't be built

1.7-litre unit with 113bhp and also includes two versions of the firm's 2.0-litre powerplant, available in a choice of 134bhp and 181bhp forms. The 2.0-litre option will also be available with four-wheel drive.

Although Hyundai will showcase several of its mild-hybrid engine options at Geneva, officials say no hybrid version has yet been confirmed for the Tucson.

Transmission options include a six-speed manual,

six-speed automatic and seven-speed dual-clutch automatic gearboxes.

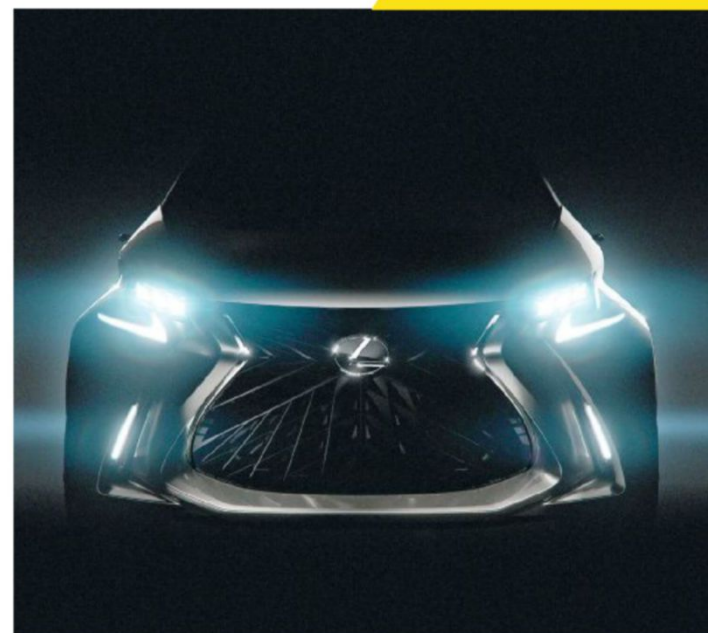
Hyundai says the Tucson, which is built on an all-new platform that it will share with the new Kia Sportage, offers a generous amount of interior space including a luggage capacity of 513 litres with the seats up. That's less than the outgoing ix35 but 83 litres more than the Nissan Qashqai.

Despite its larger interior dimensions, the new Tucson

remains a five-seater only. Features include ventilated and heated seats, a powered tailgate, park assist and a new navigation system which, says Hyundai, is three times faster than the old one.

Hyundai says it will build all European-bound Tucson models at its Czech Republic factory. The car maker hasn't confirmed prices for the new model but says it will cost more than the current ix35, which starts at £17,000.

DARREN MOSS



Lexus to reveal Mini and Audi A1 rival at Geneva

LEXUS WILL UNVEIL a concept version of a city car rival to the likes of the Mini and Audi A1 at the Geneva motor show.

The new concept is called the LF-SA and will feature a revised version of Lexus's trademark spindle grille design.

As well as showing how a small Lexus will look, it could hint at the future design cues the company will adopt.

A Lexus statement read: "The LF-SA is a luxurious, driver-focused vehicle designed to address a future world that is more influenced by technology and virtual experiences."

"The new concept reflects Lexus's passion for new design trends and explores unexpected territories for the brand."

The five-door model, which is expected to be based on the Toyota Yaris platform, will come to market in 2018, soon after the second-generation CT range is revealed.

A range of engines, including downsized turbocharged petrols and at least one hybrid version, is expected.

Lexus will also showcase its GS F performance car and LF-C2 roadster concept at the Geneva show.

INFINITI PREVIEWS QX30 CROSSOVER

Infiniti has offered the clearest look yet of its Geneva-bound QX30 compact crossover concept.

At the rear it has off-road styling features including a skid plate, while at the front there's an aluminium-trimmed front bumper and carbonfibre lower cladding.

Infiniti says the model previews "a new premium compact crossover" that will blend "the sleek lines of a coupé with the rugged looks of a crossover".



PASSAT ALLTRACK REVEALED

The new Volkswagen Passat Alltrack will be revealed at the Geneva show. All versions are four-wheel drive and have beefed-up looks, a 27.5mm increase in ride height and an 'Off Road' drive mode. European sales start in September.



RADICAL EYES 'RING RECORD

A version of Radical's RXC road-legal track car with "more than 530bhp" will be shown at Geneva. The RXC Turbo 500 will, this summer, try to beat the Nürburgring production road car lap record set by a Radical SR8 LM in 2009.



Concept uses a 449bhp diesel-electric powertrain



Audi reveals Prologue Avant

Geneva show-bound diesel-electric concept previews next generation of Audi estates inside and out

Audi has revealed the new Prologue Avant ahead of the one-off concept car's debut at the Geneva motor show next week.

The company's successor to the well-received Prologue coupé, which was first seen at last year's Los Angeles motor show, has been created to show how its latest design language will be applied to future estate models, most notably the next A6 Avant.

The two Prologue concepts share a wide, hexagonal grille, angular matrix laser headlights, prominent air ducts decorated with LED graphics, a contoured bonnet and shapely front wings.

However, their similarities end at the trailing edge of the front doors with the Avant receiving an additional set of rear doors, an extended glasshouse, muscular rear wheel arches, a longer roof,

more upright pillars, a steeply angled tailgate and tailpipes integrated into the bumper.

At 5110mm in length, 1970mm in width and 1400mm in height, the Prologue Avant is marginally longer, wider and higher than the Prologue coupé.

Like its two-door sibling, the new five-door has a 2990mm wheelbase and rolls on 22in wheels shod with 285/30 profile rubber.

The contemporary dashboard and touchscreen controls preview cabin architecture planned for Audi's future model line-up.

Power for the Prologue Avant comes from a lightly retuned version of the plug-in diesel-electric hybrid system earmarked for the second-generation Q7, due later this year. It uses Audi's familiar twin-turbocharged 3.0-litre V6 diesel engine and an

electric motor to produce a combined 449bhp, channelled to all four wheels. Simulations suggest 0-62mph in 5.1sec, 176.5mpg economy and CO₂ emissions of 43g/km.

The Prologue Avant also features what Audi calls "high-end series production chassis technology". This includes air suspension with adaptive damping and four-wheel steering. **GREG KABLE**

Mercedes readies £200k go-anywhere G500 4x4²

MERCEDES-BENZ HAS followed up its monster G63 AMG 6x6 with this smaller four-wheeled variant called the G500 4x4².

It is being pitched as a road-going concept but, as with the G63 AMG 6x6, has been engineered to production maturity. According to highly placed Mercedes-Benz sources in Stuttgart, it is planned to go on sale later this year at a price, in the UK, "in a region above £200,000".

The starting point for the

G500 4x4² is the standard G500. The two share the same ladder-frame chassis construction and 2850mm wheelbase.

The G500 4x4² uses an evolution of the 4.0-litre V8 engine used by the Mercedes-AMG GT, claimed to produce 416bhp at 5350rpm and 450lb ft of torque between 2250 and 4700rpm.

Drive is channelled to all four wheels by a reworked version of Mercedes-Benz's seven-speed 7G-tronic automatic gearbox,

complete with a separate transfer case and the high and low-ratio gearing from the standard G500. There are also three mechanical differential locks that can be operated on the move. Ground clearance is an impressive 450mm – more than double that of the G500.

The G500 4x4² is claimed to weigh 2996kg. Members of its engineering team suggest it boasts a 0-62mph time of around 6.5sec and a top speed over 137mph, with the optional 22in wheel and tyre package.



TOYOTA AURIS FACELIFTED

Estate and hatchback versions of the Toyota Auris are getting a mid-life refresh in time for the Geneva motor show. Highlights include a new grille, redesigned headlights and bumper, a revised cabin and new petrol and diesel engines.

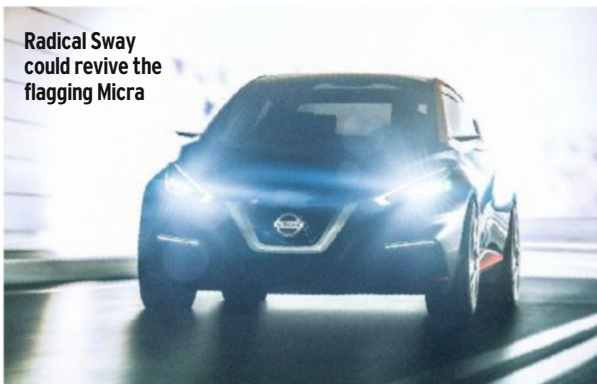


FASTEST SKODA REVEALED

Skoda will reveal its fastest-ever production car at the Geneva motor show next month. The Octavia vRS 230 boasts 227bhp. That's 10bhp more than the standard car and enough for 0-62mph in 6.7sec and a top speed of 155mph.



Radical Sway
could revive the
flagging Micra



Nissan teases next-gen Micra

NISSAN IS PREVIEWING the next-generation Micra at the Geneva motor show with a radical new concept car called Sway.

The current Mk4 Micra has lost much of the goodwill and popularity enjoyed by its predecessors.

As a result, Nissan is promising something more radical for its replacement, due in 18 months' time.

According to Nissan, Sway promises the same kind of "innovative design and product planning" that "gave birth to the Qashqai and Juke".

A statement read: "What would happen if we applied the same radical thinking and quality standards to one of the most important sectors in Europe: the small hatchback?"

"The Nissan Sway concept is a glimpse at how a future generation of small Nissan models could look if the company's striking new design language was applied to a European hatchback."

Speaking to Autocar last January, then Nissan boss Andy Palmer said the Mk5 Micra would not return to the rounded look of the Mk3 car, something the teaser picture confirms.

He also revealed it would be a European-developed car that "could easily sit next to the Ford Fiesta or Volkswagen Polo".

The new Micra will be such a departure from the last one that Nissan is even considering dropping the Micra name and giving it a new badge altogether.



Jensen revived

THE JENSEN NAME is to return on an "officially sanctioned" model for the first time in 13 years.

The Jensen Group has produced a vehicle named the Jensen GT, and is also working on a successor to the Interceptor.

The company says this new model, named Interceptor 2 and due

next year, will "advance the concept of the original grand tourer, to provide a modern and exciting vehicle".

The Jensen Group behind the project states that it is not related to a revival of the Jensen name in 2011, and that it has established ownership of the Jensen and Interceptor brands.

Tester's Notes

Matt Prior



COTY rule change
could mean more
exciting metal here

I'm on a committee. I've never been on one before because committees involve both meetings and responsibility. But Autocar is one of the sponsoring publications of the Car of the Year trophy, whose annual meeting was at Ceram, an industry test track near Paris, this week. So here we are.

And? Pleasantly surprised. Good people, sensible decisions. COTY is not an organisation for which I've previously had a great deal of time, but it has just abolished its eligibility requirement for a model to sell 5000 examples a year across Europe, which is encouraging.

That rule was first introduced to stop exotica from dominating what's meant to be a relevant, populist award, although given that the Porsche 928's win is still considered risqué by some of the judges, such a scenario seems unlikely. It's also a rule that made the remarkable BMW i8 ineligible, so it has gone.

Also at Ceram were the

COTY is not an organisation for which I've previously had a great deal of time

shortlisted cars to drive. I don't think this is the place for manufacturers to attempt to woo judges by giving them privileged access to hitherto unseen models, so I didn't look at the new Volkswagen Touran. I'm less certain about them bringing new derivatives. Ford brought a 1.0-litre Mondeo along but the interior isn't any better than any other Mondeo's, so it won't trouble the top end of my votes.

Anyway, as you might expect, UK jurors arranged their own

test of shortlisted cars on the roads around Silverstone, a week before the Ceram event, from which I'll pick my winners. As I write, the deadline is a week away, so more next time.

● On the subject of Ceram, do you remember the Volkswagen Lupo 3L? It was Volkswagen's city car capable of returning 94 miles to the gallon – or three litres per 100 kilometres, the metric alternative, hence its 'three-litre' name.

An industry contact remembers it, too, and tells one of those stories whose origin I desperately want to be true. He was a journalist during the late 1990s and, at an upcoming Paris motor show, the tale goes, Volkswagen's boss, Ferdinand Piëch, had got wind of the fact that Renault was preparing to unveil a Clio 3L on its stand.

Determined not to be outdone, Volkswagen executives hastily threw a plan together that involved whisking key motoring journalists from the Paris show, by helicopter, to Ceram, where they could not just see but drive the Lupo 3L. Take that, Renault.

Unperturbed, Renault went ahead with the launch of its own 3L Clio. Of a fashion. I would have loved to have seen the faces on VW's executives when they realised it had a V6 engine where the rear seats used to be.



The VW Lupo 3L was a frugal city car – unlike its Clio namesake

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MG3 Fuel consumption mpg (l/100km) for MG3 Range: Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined 48.7 (5.8), CO2 Emissions 136 g/km.

MG6 Fuel Consumption mpg (l/100km): DTi-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.

Models shown – MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTi-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTi-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit mg.co.uk

A Week In Cars



Steve Cropley



Insignia proved enjoyable on an epic Continental day trip

MONDAY

It's not often, even in the car-testing racket, that one gets to spend a whole day just driving. Well, driving and talking. When photographer Stan Papior and I set off in the newly engined Vauxhall Insignia 2.0 diesel to tour Europe on a single tank in a single day (see p38) we didn't expect it to be so simply pleasurable.

The car was always enjoyable, and far more frugal than we expected. The journey turned from a mere mile-gatherer into a pilgrimage to the birthplace of the man who made Elvis. The weather moved right across the spectrum from rubbish to bright clarity. I especially enjoy the way hours of driving sharpen you up. It's good to be reminded that driving a decent car, like flying an aeroplane, is fun in its own right, not just a means to an end.

WEDNESDAY

Who'd be a politician? The drawback must surely be that your foot is perpetually close to your mouth, as David Cameron's was when he visited Rolls-Royce today. Our PM is understandably keen to associate himself with the achievements of the industry so selected hacks (editor Mr Holder prominent) were invited

I wonder if we are overlooking generously proportioned saloons too much these days

to watch him take questions from Goodwood employees, where he came across as honest and amiable. Then came the inevitable car question: have you ever driven a Rolls? Cameron explained that he hadn't, mainly because security men preferred him to be driven in an armoured Jag. Still, he observed,

the weight of all that armour probably meant the Jag felt "a bit like a Rolls to drive".

There must have been a slapping noise as the palms of Rolls managers hit their foreheads, plus a feeling of deep irony in the breast of anyone who knows the truth about forthcoming Rolls-Royces and the disadvantages of weight in cars. The company has just finished announcing that every future model will have a bespoke spaceframe – made of weight-paring aluminium.

THURSDAY

I've driven so many good cars lately that I approached the prospect of conducting a large Infiniti Q70 saloon on an urgent errand Up North with trepidation, especially since this



Cameron visited Rolls but one reply was ill-considered

And another thing...

The bloke who has everything but a Lamborghini can henceforth "wear the philosophy" by shelling out slightly less than the cost of an Aventador for this golden bull-badged blazer. Sadly, they don't come in my size...



was the tax-busting 168bhp four-pot 2.2D version. In the event, the Q70 turned out to be a pleasant and efficient car that made a very decent case for big saloons, what with its Swiss-watch quality, supple ride and terrific motorway stability.

In fact, this and my Insignia experience, plus what Matt Prior writes about the 1.0 Ford Mondeo on p31, makes me wonder if we're overlooking generously proportioned saloons too much these days, given that they're cheaper than equivalent SUVs with the same carrying capacity. The Infiniti's Merc-sourced diesel is acceptably quiet and responsive and I warmed to the car's ride and steering. The omission of DAB radio is a truly inexcusable error, but I still reckon a business user tucked into one of these could end up loving it.

FRIDAY

Delighted to see the Formula E organisers have cemented a London event this summer, but less pleased that it clashes with the Goodwood Festival of Speed, to which the Steering Committee and I always go. Some of my office colleagues reckon such a clash only matters to hacks, but I doubt Lord March will be so sanguine. Date collisions between important motorsport events are getting to be a serious problem. Besides this clash, I'm affected by two others: Le Mans versus Brooklands D12 versus Cholmondeley Pageant of Power on 14/15 June, and Prescott's la vie en bleu versus the Down Ampney Stages, both in Gloucestershire on 23/24 May. Applying a couple of clichés to the situation, variety is the spice of life, but this is too much of a good thing.

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Citroën C4 BlueHdi 120

16.2.15, Marseille, France Cleaner engines, new tech and fresh looks for Citroën's Ford Focus rival

This is Citroën's attempt to reinvigorate its long-standing C4 hatchback, which first appeared in 2010. Back then, the Citroën proved a quietly popular choice thanks to its extensive kit list, soft ride and distinctive interior design. Since then, however, many new or revamped rivals have arrived, such as the all-new Peugeot 308, Mazda 3 and updated Ford Focus.

In order to keep the C4 in some kind of contention, a host of upgrades have been carried out. Predictably, there is a selection of light cosmetic and equipment tweaks. The C4 now features redesigned lights front and rear, new trims and paint options, and a simplified dashboard with an integrated 7.0in touchscreen.

More prominently, the engine line-up has been revised resulting in improvements in efficiency and, in many cases, performance. Gone are the old four-cylinder VTi petrols, to be replaced entirely by modern PureTech three-cylinder engines,

while the diesel range now features the latest BlueHdi engines.

We tested the mid-spec BlueHdi 120 version of the facelifted Citroën C4 with a six-speed manual gearbox and an engine stop-start system, in flagship Flair trim. As standard it includes dual-zone climate control, Bluetooth and USB connectivity, and cruise control.

Despite the refresh the Citroën C4 feels a little dated. Minor details, such as the gear lever that looks like it's straight out of a decade-old Peugeot 407, contribute to the effect. Even the new sat-nav system is sluggish and hardly modern in its appearance. The cosmetic tweaks don't make a great deal of difference to the car's looks, either. It's still not particularly distinctive, but some may quietly approve of that.

Elsewhere, many of the C4's original foibles haven't been attended to. While it still rides in a pliant, cosseting fashion on good surfaces, it lacks poise and control

over rougher roads. The steering could still do with more weight and feedback, too, but it's at least precise and responsive. There's plenty of front-end grip so that even in the wet, the car doesn't descend into an unruly mess in faster corners, but it doesn't inspire confidence or perform like, for example, a Focus.

The 1.6-litre turbodiesel is a

The Citroën C4 is a relaxing car to drive, being particularly quiet at speed



The Citroën rides comfortably on smooth roads but rougher surfaces can upset it



Cabin – including the dash – is sufficiently distinctive but, despite the inclusion of a new integrated sat-nav, let down by dated-looking gearshift



The C4 would be a good cruiser but for its seats' absence of lower back support; the 1.6-litre diesel engine can sound raucous when worked hard

decent affair although, predictably, a little raucous when worked hard. Otherwise, the Citroën is a relaxing car to drive, being particularly quiet at speed. Only seats that lack lower back support, and the aforementioned ride issues, prevent the C4 from being an ideal long-distance companion.

Rear room isn't exceptional but

there's enough space for two adults to sit in relative comfort. The vast boot is worthy of note, too, boosting the C4's practicality considerably.

Citroën claims the C4 BlueHdi 120 will return 74.3mpg, granting the model a potential range of 966 miles. During our cross-country test it returned a still-impressive 49mpg, which would still give a useful range

of 637 miles. In manual form this diesel C4 won't cost you anything to tax, either.

Despite such low running costs, however, it's difficult to recommend the C4 over rivals. It pains us to say so since Citroëns have always had their appeal in places, and this model is no exception.

There are also several brokers already offering this particular version for around £15,000 – £4000 less than list. Such a saving could make it a very tempting proposition. The snag is that the Peugeot 308 is discounted by a similar degree and, consequently, available for around the same price.

Besides being a much more modern car, the Peugeot also performs better and is more economical than the C4. Faced with such competition, not to mention numerous other highly regarded and similarly priced cars, the Citroën has got quite some fight on its hands.

LEWIS KINGSTON



CITROËN C4 BLUEHDI 120 FLAIR

Not devoid of talent, but now trailing noticeably behind far more modern, competent alternatives



Price	£19,145
Engine	4 cys, 1560cc, turbodiesel
Power	118bhp at 3500rpm
Torque	221lb ft at 1750rpm
Gearbox	6-spd manual
Kerb weight	1280kg
Top speed	122mph
0-62mph	10.6sec
Economy	74.3mpg (combined)
CO ₂ , tax band	100g/km, 16%

MANUFACTURER'S CLAIMED FIGURES



Old-school controls sit alongside new-tech keyless entry and push-button starting

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Official fuel consumption figures in mpg (l/100km) for the Ford B-MAX range: urban 32.8-60.1 (8.6-4.7), extra urban 55.4-78.5 (5.1-3.6), combined 44.1-70.6 (6.4-4.0). Official CO₂ emissions 149-104g/km. The mpg figures quoted are sourced from official EU-regulated test results, are provided for comparability purposes and may not reflect your actual driving experience. Vehicle shown is the Ford B-MAX Titanium X with Rear View Camera Pack, optional 17" alloy wheels and Tectonic Silver metallic paint.



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Ford Focus ST

13.2.15, Norfolk Mid-life refresh aims to boost the appeal of Ford's cut-price Golf GTI rival

All the recent headlines on the Ford Focus ST have gone to the new diesel model, an addition to the hot hatch's line-up as part of some comprehensive mid-life changes. However, the staple petrol model has been revised too, and this is our first chance to drive it on UK roads, albeit in left-hand-drive form.

The powertrain is the same as before, meaning a turbocharged 2.0-litre four-cylinder unit with 247bhp and a hefty 266lb ft (on overboost) hooked up to a short-throw, six-speed manual gearbox.

Elsewhere, the changes are more significant. The front-end body structure has been stiffened, new front springs have been fitted, there's a sportier tune for the dampers front and rear, and the bushes have been stiffened up. The electrically assisted steering system has also been retuned to match the modifications.

However, the Focus ST still does without a proper limited-slip diff,

or indeed the torque steer-reducing RevoKnuckle front suspension system from the Focus RS Mk2. Instead, it relies on an electronic set-up operating through the Electronic Torque Vectoring Control system and a new Electronic Transitional Stability function built into the stability control system, which predicts when a skid or loss of control is about to occur and brakes individual wheels as required. Even without a diff, however, the Focus ST now feels more alive, for more of the time, compared with its predecessor.

A real high point is just how stiff and rigid the body feels, and the associated benefits this brings to the handling. Turn-in is sharp and the Focus ST is supremely agile, responding positively to different driving styles. You can chuck it into corners or tactfully glide through a sequence of them but, either way, the car will corner without too much roll, albeit with predictable mild

understeer if you overcook it or the road surface lacks grip.

The steering is about as sweet as electric set-ups get at this end of the market, with the rack quickening as you apply more lock. It's precise and offers decent feedback.

Even on the optional 19in alloys, the ride is supple. Firm, yes, but never uncomfortable or ruffled by potholes or bad road surfaces. However, no matter how clever the electronic systems on the new Focus ST are, there's no getting away from the fact that it can struggle to get its power down. Floor it off the line or out of a corner on a dry surface and there will be a bit of play at the wheel. Do the same on a surface that's damp, however, and the Focus ST pulls you all over the place. Even in fourth gear it can spin its wheels.

You won't be surprised to hear, then, that the powertrain is the dominant force in this car. The engine makes the Focus ST feel every

bit as quick as the figures suggest, with a broad spread of torque delivering a hefty response even when you're not in the optimum gear.

Despite this, and owing to its breadth of abilities, the Focus ST remains a car that comes highly recommended. It oozes character from its involving drive to its mighty powertrain. It's more than comfortable enough for motorway drives (where around 32mpg can be expected) and now gets a less cluttered interior.

It's also a bargain. Even in fully-loaded ST-3 trim it undercuts an entry-level Golf GTI by more than £300. Forgo a few comforts and it can be had for just £22,195.

MARK TISSHAW

FORD FOCUS ST-3

ST is sharper to drive than ever but now even more affordable and better to live with



Price	£25,995
Engine	4 cys, 1997cc, turbocharged, petrol
Power	247bhp at 5500rpm
Torque	266lb ft at 2000-4500rpm
Gearbox	6-spd manual
Kerb weight	1437kg
Top speed	154mph
0-62mph	6.5sec
Economy	41.5mpg (combined)
CO₂/tax band	159g/km, 26%

MANUFACTURER'S CLAIMED FIGURES



The simplified fascia is lifted straight from lesser Focus models, but agile handling and wheel-spinning power are all pure Focus ST



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QUICK FACTS
PRICE £63,705
ON SALE 2016

Volvo XC90 T8 Twin Engine

11.2.15, Barcelona High-tech powertrain brings plug-in hybrid capability to Volvo's new SUV

They call it a Twin Engine, but if they really wanted to be pedantic, they should have called it a Triple Engine.

This is the plug-in hybrid version of the new XC90. It is set to arrive early next year, about six months behind the D5 diesel and petrol T6.

Like those, it has a 2.0-litre four-cylinder engine under the bonnet. Here the petrol unit is both supercharged, for low-rev response, and turbocharged, for higher-rev response, and is engine number one. It drives the front wheels through an eight-speed automatic gearbox.

Engine number two is, I guess, the one at the back. It's an 81bhp electric motor that sits neatly within the rear subframe and drives the rear wheels. Its battery pack lives in the centre tunnel, where there's space because, unlike in other XC90s, there's no

propshaft. Plugging the XC90 in charges the batteries.

How the power is delivered is flexible. You can choose to drive in electric mode alone, where the range will be 24 miles. Or you could use just the petrol engine and save the battery power for later, or ask for maximum input from both power sources, or choose a specialist 4WD mode for best traction off road. Or, as is most likely, just let it sort itself out.

But if you want to get picky, there's a third motor, a 25bhp starter motor/generator between the petrol engine and gearbox. It's not much of an engine, but it does pitch in from time to time, to smooth the transition between the different drive methods and fill any torque gaps.

Well, it's supposed to, but there's work still to be done. Volvo knows it, and says it has time to sort what is,

for now, at times jerky progress. The worst of it is very poor brake pedal feel, as it slips between regenerative and conventional braking.

It shows promise, though, and it's brisk. What it lacks is the aural quality of a big V-shaped engine, but if you're a sucker for those, Volvo is content to admit that perhaps it's not the brand for you.

The 59g/km CO₂ return on the official combined cycle is impressive, although it's an anomaly of the current legislative cycle, as with most plug-in hybrids. Our route was too short to determine a realistic fuel return, but the economy will depend on how you use the car. Commute 15 miles across town every day and you'll never use a drop of petrol; never plug it in and I'd be surprised if it much bettered 30mpg.

What's as impressive on the

T8 as it is on other XC90s is the interior, which is fantastically plush and comfortable. It retains decent accommodation in the two rearmost seats, too, because the batteries sit in the transmission tunnel, not under the boot floor as on some rivals.

That they're there – low and central – also means the handling is relatively unaffected by the extra girth. We'd avoid the bigger wheels available because the ride suffers, but if the drivetrain is tuned properly, this XC90 will be as good as the rest.

MATT PRIOR

VOLVO XC90 T8 TWIN ENGINE INSCRIPTION

Mostly as impressive as the diesel we tried last week, but the drivetrain needs work



Price	£63,705
Engine	4 cys in line, 1969cc, supercharged and turbocharged, petrol
Power	314bhp at 5700rpm (petrol), 81bhp (electric)
Torque	295lb ft at 2200-4500rpm (petrol), 177lb ft (electric)
Gearbox	8-spd automatic
Kerb weight	2350kg
Top speed	140mph
0-62mph	5.9sec
Economy	112.9mpg (combined)
CO ₂ /tax band	59g/km, 9%

MANUFACTURER'S CLAIMED FIGURES



Comfortable seven-seat cabin retains the same space as other XC90s; the ride suffers on 21in wheels but is otherwise compliant



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Ford Mondeo 1.0

Paris, 16.2.15 Downsized three-pot Ecoboost power lands in Ford's large family car

The Mondeo is the longest passenger car Ford sells in the UK. The 1.0 Ecoboost three-cylinder petrol is the smallest engine it sells in the UK. The perfect match, then?

You'd have thought not, what with this Mondeo's 1476kg kerb weight. But there are reasons to fit this small, 124bhp engine into this large family car, and those reasons are centred around the fact that, if you do, it returns 55.4mpg on the combined cycle and has a 119g/km CO₂ figure. The next most efficient petrol engine in the Mondeo range is the 158bhp 1.5-litre four-pot, at 134g/km.

We like the 1.0-litre Ecoboost engine elsewhere, but can it hack the Mondeo's kind of kerb weight? Just about. It helps that the triple revs extremely smoothly and quietly, with

a muted three-pot thrum that's very appealing. It drives the front wheels through a slick six-speed manual gearbox, so there's pleasure to be had in working it. At higher revs turbo lag is minimal; it's worse at low revs, obviously, but peak torque is down there – from 1400rpm – so if you're prepared to wait, it'll come to you.

In that way, the 1.0 feels not unlike a small-capacity diesel, only better-sounding and with a broader rev band. On paper it can't match the 78.5mpg of Ford's most efficient 1.5-litre diesel, and on the road I suspect the gap will be bigger still, such is the way you'll rev an engine that, even giving its all, can only accelerate the Mondeo from 0-62mph in 12 seconds dead.

Can you tell it's a lightweight unit? Not overtly. It'd take better

helmsmanship than I can muster to know that this Mondeo was 28kg lighter in the nose than a 1.5 petrol I tried four days previously. It just drives like a Mondeo, although that's no bad thing. In terms of ride flatness, steering accuracy and response, and honed control weights, the Mondeo is best in class.

Where it's not is inside. That's a legacy of the One Ford programme that sees the Mondeo do service in markets where the requirement for interior feel and perceived quality isn't on a par with Europe's.

Ford has done what it can for us, but you can't disguise it completely. Park a Mondeo next to a Volkswagen Passat and pore over both interiors and you can see why VW thinks the Passat can hold its own among BMW 3 Series and Mercedes C-classes.

The Mondeo cannot, but it is spacious front and rear, has comfortable seats, a big boot and easy cruising refinement. And in this form its asking price starts at less than £20,000, which the aforementioned Passat's does not. The Mondeo also has an increasingly large model range, through three body styles, including four-wheel drive (although not with this engine) and a diesel with up to 210bhp. There's likely to be a Mondeo for everyone, then. The reasons for choosing this variant, however, are less compelling than you'd hope.

MATT PRIOR

FORD MONDEO 1.0 5DR ZETEC

Small engine never feels overwhelmed, but nor does it sparkle in Mondeo body



Price	£19,995
Engine	3 cys in line, 998cc, turbocharged, petrol
Power	124bhp at 6000rpm
Torque	125lb ft at 1400-4500rpm
Gearbox	6-spd manual
Kerb weight	1476kg
Top speed	124mph
0-62mph	12.0sec
Economy	55.4mpg (combined)
CO₂/tax band	119g/km, 19%

MANUFACTURER'S CLAIMED FIGURES



The Mondeo's cabin isn't as plush as those of some rivals; it's no drag racer, but the big Ford isn't hamstrung by its 1.0-litre engine

A dynamic photograph of two sports cars on a road. In the foreground, the front right corner of a red Ferrari California is visible, showing its headlight and a license plate with 'GB' and 'FI'. In the background, a white Porsche Carrera GT is driving away, its license plate reading 'RY14 HDA'. The background is a blurred hillside with patches of snow, suggesting a winter or high-altitude setting. The overall motion is captured with a slight blur to convey speed.

FLASH CONVERTERS

The California gains a new turbo V8 but has it retained its Ferrari soul? **Nic Cackett** pits it against its rivals to find out

PHOTOGRAPHY STAN PAPIOR



CAL



Of all the colourful phrases tossed around our office like wedding confetti, none is treated with greater reverence than 'fitness for purpose'. It is the bedrock on which any Autocar verdict is built, the reason we can gush convincingly about a people-carrier one week and a three-wheeler the next, and easily the best justification for lending us your credence every week.

Manufacturers like it, too. They measure it with micrometers. They devote small armies to the business of probing, canvassing, questioning and comparing. They agonise over positioning with the sensitivity of a Mars orbiter mission planner. Their failures tend to play out similarly, too – no visible mushroom cloud, just a shoulder-shrug fizzle of disappointment.

The previous Ferrari California could be characterised thusly. It was a smorgasbord of brand firsts – first fully retractable hard-top, first dual-clutch automatic gearbox, first front-mounted V8 – but it came across as only a middling effort, probably made to look softer than it was by the outgoing 430 Scuderia and incoming 458, both hewn in purpose like carbon-ceramic arrowheads.

Its replacement lobs in another first: the first Ferrari in nearly three decades to feature forced



California feels made for fast, comfortable, long hauls

induction. Turbocharging increases accessibility, but that was not the California's underlying fault. It lacked not functionality but a convincing character. And for a Ferrari, being under-endowed with soul is like discovering the Land Rover Defender's replacement is thwarted by wet grass.

To find out whether or not the new, vastly more powerful V8 engine has solved the problem (or compounded it), we're plunging the California under the Brecon Beacons microscope side by side with two carefully selected slides: a Porsche 911 Turbo S Cabriolet against which to measure its heady, all-round GT talent and, as a pleasure-

giving benchmark, the atavistic Aston Martin V12 Vantage S Roadster.

LET THE CONTEST BEGIN

Circumstance means covering most of the M4 between London and Wales in the 911, but the obvious question occurs inside the M25: is there another car, currently on sale, that goes from congenial to utterly cuckoo quite as rapidly as the 991-generation 911 Turbo? There ought not to be any secret about it by now: the most expensive 911, at £149,668, is an upturned bucket of vents and wide-bodied arches mated to Porsche's latest asymmetric all-wheel drive system and a twin-turbocharged flat six developing, in its S guise, 552bhp. But the 991's transition from butter-wouldn't-melt-in-its-mouth, Volkswagen Golf R-style good manners to a magistrate-infuriating, superbike-rivalling clip is so self-assured, oily and proficient that it almost feels necessary to summon a shaman to Leigh Delamere services and have its otherworldliness properly investigated.

We don't have time for that, though, so I pucker up for the Aston instead. Immediately, it's clear just how much of the burden the 991's ZF-sourced PDK gearbox must be shouldering. The distance from its dual-clutch slipperiness to the Vantage's



robotised seven-speed Sportshift manual is best measured in light years. The Aston's upshifts eventually get quicker, but low down, in auto mode, the car – or more specifically, its phantom menace clutch – remains a head-nodding nuisance. The AM28 engine to which it's connected, of course, is a peach: 12 cylinders of splendour, not much less tractable than the Porsche and as sumptuously evocative as you'd assume anything producing both 565bhp and 343g/km of CO₂ would be. It makes light work of the Vantage's heft, but can't help with the occasionally jagged ride quality or the now overwhelming, inescapable age of the car. The odd interior creak is forgivable (it's hand-built, after all), the disobliging nature of the switchgear and patent lack of instructive LCD screens less so in a car which starts at £147,000.

The California, mounted at Magor, feels every bit a decade its junior. Mostly that's because Ferrari, having suffered its own problems with infotainment, has finally grasped the nettle and fitted a 6.5in touchscreen full of features – even including, optionally, Apple's new CarPlay system. At the business end of the M4 motorway, such toys are welcome, and together with that hard-top and armchair-style seating, it's apparent without moving an inch that this is a Ferrari fettled with →



New infotainment set-up is a welcome addition to the California, but it's still a cabin to appreciate rather than adore



There's a deep-seated feeling of quality in the 911, aided by its materials, construction standards and ergonomics



Dashboard layout and controls betray the Vantage's age but there's a sense of panache unmatched by the California



The Vantage's ride quality is compromised by its less rigid roofless body, but the Porsche suffers no such failing



The Ferrari rides with a technologically enhanced suppleness that befits the roof-down GT element of its remit



← serious range in mind. It's still, though, a hard setting to adore. To these eyes, the flagrantly prettier Vantage still has more panache and the Porsche, apparently constructed to the tolerances expected of a vacuum chamber, seems better built.

Mercifully, the steering wheel and clay-red rev counter live up to expectations; the first because it's nicer to hold than your first girlfriend's hand, and the second because its readout doesn't turn scarlet until 8000rpm. It isn't unusual in a Ferrari to feel like most of your cash – £154,490 in this case – has been spent under the bonnet and, turbochargers or not, that's the way it is in the California. Anyway you cut it, the all-new 3.9-litre engine is a remarkable lump, one part cutting-edge technological oddity, three parts old-school flat-plane-crank V8. It feels precisely as it is: a very expensive attempt to make a square peg entirely resemble a round hole. Thus it revs with agitated enthusiasm, howls through a gauze and draws breath like it were trapped in a Regency corset. Its Variable Boost Management system, a fiendishly clever software method of progressively increasing the available twist in higher gears, is best appreciated on the motorway, where the final ratio of the excellent F1 dual-clutch transmission – and all 557lb ft of torque – gives the California a super-cruise to almost rival the Vantage's big-displacement largesse.

In ride quality, it trumps the Aston Martin outright. Ferrari points to the deployment of its latest generation of magneto-rheological dampers,

but the old-fashioned truth is that the Vantage feels like a sports car compromised by the loss of its roof. The California doesn't and, in Comfort mode, it is the closest here to modulating long-frequency undulations in the manner of a grand tourer. The 911, in comparison, feels tacked down like linoleum. The bump absorption and noise suppression are phenomenal, considering, but the weightiness of its steering can make it wearing on the wrists over time. With only one hand clamped to the wheel, the Ferrari can be aimed with the floating accuracy of iron sights.

DOWN TO BUSINESS

Once at the foot of the Brecons, however, where the roads are varnished with a cruel slick of salt, fast-melting snow and grime, the advantage swings decisively back the other way. These cars have been delivered on a wildly different Pirellis – the California on wintery Sottazeros, the Vantage on summery Corsas – so a totally unbiased evaluation of handling is tricky. But it doesn't feel like a stretch to suggest that caterpillar tracks would have been required by the rear-drive contingent to keep up with the 911 west of Crickhowell.

Roof ajar, you sit in a tiny pocket of calm amid the massive squall, and continually work your neck muscles lest your head fall off. Even a 0-62mph time of 3.1sec fails to properly characterise the brutality of the car's acceleration through the low gears. Consequently, the nicest thing to probably say about it is that it still feels

very much all of a thing, which is a massive testament to the steering, brakes, adaptive chassis, dynamic mounts, diffs, clutches and traction management that keep it all kerbside. It is as much a test of nerve as skill, although the visceral, aerated reward is undeniable.

The courage demanded by the Vantage, on the other hand, verges too close to foolhardiness for most. Even in ideal conditions, the V12 is the sort of car you deliberate over unleashing. On the B4560, at dusk in February wearing track-friendly tyres, it feels vastly more prudent to tiptoe about the place. Unfortunately, the sensitive approach doesn't really suit the Aston. Its hydraulic steering feels inconsistent at modest speeds and the engine sneers at you above 2000rpm, its exhaust valves audible even over the gale greedily sucking warm air directly from the vents. It's a shame, because (much) later, on drier, Surrey-based B-roads, the model's palpable finesse returns. There its traction is negotiable rather than precarious; parleyed though the suddenly spot-on steering, amenable LSD and brontide emulator upfront.

So all credit to the California that it doesn't require extracurricular context to render a quicker pulse. Partly, of course, this is a trait of the tyres. But it also has much to do with the way the car has been set up. Regardless of the congeniality displayed elsewhere, Ferrari has clearly worked hard – with mildly stiffer springs and a lower mounted engine – to deliver a more convincing version of the seemingly highly strung, invariably



	1	2	3
	Porsche 911 Turbo S	Ferrari California T	Aston Martin V12 Vantage S
RATING	★★★★☆	★★★★☆	★★★★☆
Price	£150,857	£154,490	£147,000
0-62mph	3.1sec	3.6sec	3.9sec
Top speed	197mph	196mph	201mph
Economy	29mpg (combined)	24.1mpg (combined)	19.2mpg (combined)
CO₂ emissions	231g/km	273g/km	343g/km
Kerb weight	1750kg	1730kg	1745kg
Engine layout	6 cyls horizontally opposed, 3800cc, turbocharged, petrol	V8, 3855cc, turbocharged, petrol	V12, 5935cc, petrol
Installation	Rear, longitudinal, 4WD	Front, longitudinal, RWD	Front, longitudinal, RWD
Power	552bhp at 6500rpm	552bhp at 7500rpm	565bhp at 6750rpm
Torque	553lb ft at 2100-4250rpm	557lb ft at 4750rpm	457lb ft at 5500rpm
Power to weight	315bhp per tonne	319bhp per tonne	323bhp per tonne
Specific output	145bhp per litre	143bhp per litre	95bhp per litre
Compression ratio	9.8:1	9.4:1	11.1:1
Gearbox	7-spd dual-clutch auto	7-spd dual-clutch auto	7-spd automated manual
Length	4506mm	4570mm	4385mm
Width	1880mm	1910mm	1865mm
Height	1292mm	1322mm	1260mm
Wheelbase	2450mm	2670mm	2600mm
Fuel tank	68 litres	78 litres	80 litres
Range	434 miles	412 miles	335 miles
Boot	115 litres	240 litres	144 litres
Front suspension	MacPherson strut, coil springs, anti-roll bar	Double wishbones, coil springs, anti-roll bar	Double wishbones, coil springs, anti-roll bar
Rear suspension	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar	Double wishbones, coil springs, anti-roll bar
Brakes	410mm ventilated discs (f), 390mm ventilated discs (r)	390mm ventilated discs (f), 360mm ventilated discs (r)	398mm ventilated discs (f), 360mm ventilated discs (r)
Wheels	8.5Jx20in (f), 11Jx20in (r)	8Jx20in (f), 10Jx20in (r)	9Jx19in (f), 11Jx19in (r)
Tyres	245/35 ZR20 (f), 305/30 ZR20 (r)	235/35 ZR20 (f), 285/35 ZR20 (r)	255/35 ZR19 (f), 295/30 ZR19 (r)



Despite price and power similarities, each is very different

pointy dynamic that characterises its current generation of road cars.

In Wales, this works far better at seven-tenths effort than the Vantage, where its slightly flightier poise and tremendous eagerness to turn in are complemented by the superior deployment of its power – a virtue of the surprisingly nannying F1-trac system. Granted, it's not in the relentless 911's league, but the V8's peak effort comes at a heady 7500rpm nonetheless, and turbo lag is arguably even less perceptible than in the Porsche. The shortfall, only hinted at atop Brecon, is that at nine-tenths, the playful naturalism conjured

up later on by the Vantage is possibly not in the California's repertoire, its leggier body control, lighter steering and less assured front end poking through the veneer of its hitherto dainty balance.

THE FINAL RECKONING

That's fine and fitting, but it does make the podium places tricky. Truthfully, the Aston, hobbled by age and inclemency, struggled in Wales. That it shone in more conducive conditions speaks directly to both its intrinsic charisma and the now patent limitations that bookend it. Irrefutably, the Vantage chafes when not engaged

with. And if we're going to end where we started, that makes it fit primarily for a narrowband audience. Attune yourself to its frequency, though, take it from the box when all is warm and right with the world, and it dazzles like a lead-weighted Caterham. For the final 12-cylinder hurrah on nirvana's roundabout, I'd except no substitute.

Nonetheless, back in the real world, with year-round use in mind, I'd now be tempted to invest in Ferrari's rekindled West Coast vision. In the final analysis, the California isn't searingly brilliant, but with that space-age V8 and sharper handling, it feels at last like there might be real blood coursing through its metaphoric veins. Where the Vantage tantalises sporadically, it gratifies consistently, being both the most usable Ferrari I've driven and yet now, tangibly, a product of the Prancing Horse stable rather than the profitable ringer it was.

However, by the same standard with which the California trumps the Vantage, it is thoroughly trounced by the 911. 'Weapon' was the word most frequently brandished as night descended in Wales, as ferocious and true a descriptive as I can summon up here. Yes, the weather favoured it, but the next day I drove the car back to the office, and could have happily driven it straight through London, Kent, Antwerp and Dusseldorf, too. Porsche calls the Turbo its benchmark, and with no roof to take the edge off, that's precisely what it threatens to be. Fitness for purpose? The 911 is the car I'd choose, post-apocalypse, to check on the sky. It's that preposterous. **A**

SIX NATIONS ON A TANK

Do today's new diesels deserve the ire of the national press?
Steve Cropley goes on a 700-mile tour of Europe to find out

PHOTOGRAPHY STAN PAPIOR

Somewhere the other side of Antwerp, about 200 miles into our one-day European tour by Vauxhall Insignia diesel that aimed to connect six countries on a single tank of fuel, the discussion turned to Elvis Presley. Not so much The King himself but his rapacious manager, Colonel Tom Parker, who made the singer a star but swiped half his earnings in the process.

My companion in the Insignia's comfortable cloth-faced passenger's seat, master photographer and indefatigable fact-finder Stan Papior, had just discovered, with the help of Wikipedia, that Tom Parker's real name was Andreas Cornelis van Kuijk and that he was born in the Dutch city of Breda, currently located 100 miles dead ahead.

It's weird how such fragments of knowledge can colour a journey. This one lifted Breda right out of the background geography to a new level of importance. Although this journey was to involve 700 miles and more than 13 hours of driving – the time extended by the need to stop now and then for photography – we resolved to scour the town ahead for signs of Parker, aka van Kuijk, and indeed for connections with Elvis himself.

The idea for the trip emerged a few weeks earlier as a way of measuring the impressive progress of modern diesels. As is well known, UK weekend newspapers have spent the past couple of months tarring and feathering diesels as a breed for their exhaust emissions (principally particulates and oxides of nitrogen) despite the fact that the latest Euro 6

versions, being introduced now, are advanced enough to soar over the clean-air hurdles planned for a London 2020 'ultra-low-emission zone' by mayor Boris Johnson.

The Insignia seemed the perfect candidate. The mid-spec Vauxhall is a decent car whose strengths (space, benign character, easy cruising, impressive high-speed stability) and weaknesses (nothing major apart from the fact that newer Volkswagen Passat, Ford Mondeo and Mazda 6 rivals have moved things on) are well known. The car was familiar; the point of our investigation would be its new engine.

This 2.0-litre diesel is related to the previous 161bhp CDTi, but 95% of its parts are new. It is the latest of GM's Whisper family, which also embraces the 1.3 and 1.6. It sits ➔



The hopes (and fears)
of diesel cars ride on
Cropley's Insignia



UK WEEKEND NEWSPAPERS
HAVE SPENT THE PAST COUPLE
OF MONTHS TARRING AND
FEATHERING DIESEL ENGINES

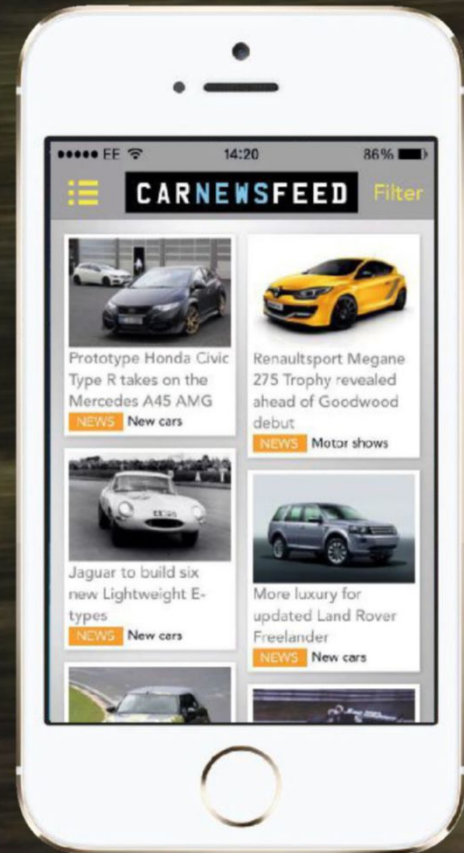
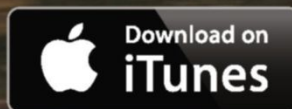


Train takes the strain in the Tunnel; now 595.4 miles to go under Ecotec diesel power



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Insignia is at home among speed limits, road signs and HGVs

WHY NOT VISIT SIX COUNTRIES IN A DAY? PRETTY SOON, WITH THE HELP OF GOOGLE, WE HAD A ROUTE TO PROVE IT COULD BE DONE

← near the top of its class for CO₂ emissions (114g/km) and combined economy (65.7mpg), yet its power is up by 4% and torque by 14%.

That gives the big Vauxhall decent performance: a 139mph top speed and a 0-60mph sprint time of 9.0sec. More important than figures is the way it drives. It's smoother than the outgoing engine at all speeds and has a remarkable spread of torque even for a diesel, so you get strong acceleration from 1000rpm, even in the higher gears. This is an Adblue engine meaning that the Insignia carries a small tank of urea additive, replenished at service time, to help reduce NOx emissions.

We reckoned this combination of frugality and a decently sized tank (70 litres), plus our keenness to discover as much as possible about a new engine soon to be adopted in the Zafira Tourer and Cascada, made the Insignia Whisper a perfect proposition for a long day's driving in Europe. The idea soon grew. Why not visit six countries in a day? Pretty soon, with the help of Google, we had a route to prove it could be done.

Basing our calculations on a real-

world 45mpg, which seemed quite a big ask for a bigish 1600kg five-door, I arrived at a workable touring range of just under 700 miles, or a fear-free 630. Google Maps put a total of 640 miles on our proposed route, first heading from the Channel Tunnel north-west through Belgium to Holland, then south-east to touch Germany at Aachen, then due south for a mile or two into Luxembourg (the all-important sixth country) before heading west back to Calais through Belgium and France.

Given the tightness of the calculations, Papior and I decided to start our journey from the salubrious Premier Inn, Folkestone, five miles from the Tunnel entrance. Only later did we discover that the aforesaid Google included 40 miles of Channel crossings in its mileage total, so the day's driving would be a mere 600.

You've got to be unlucky these days to find a truly bad budget hotel. In exchange for £100 the Premier Inn did us a couple of comfortable rooms, dinner and breakfast, and this despite the fact that the place was stuffed with half-term kids and parents heading for Disneyland

Paris who might have been milked for more. We were up at 6am, in the car at 6.30, checked in by 6.45 and rolling through the Tunnel dead on time at 7.20 with the Vauxhall (brimmed in Folkestone) boasting a 750-mile touring range.

Papior filled the Channel crossing by stroking his cameras and coaxing the Insignia's sat-nav to accept seven waypoints that would define our journey. By 8.40am we were heading east through France to Dunkirk, before turning left towards Lille then forking north-east towards Westhoekweg, just over the Belgian border. Three countries visited already. This is easy, we thought.

At first, I was conservative with our speed, sticking to around 70mph in order to limit the aerodynamic load on the Insignia's generous frontal area. It would be a disaster not to complete the journey on one tank. However, it soon became clear you could cruise the big beast at 80mph, or a bit more on downgrades, while maintaining 50mpg-plus on the trip computer. Soon, my new objective was to show 'all the fives': 55mph speed average and 55mpg

consumption. That looked possible until two things intervened. One was the realisation that we were being assisted by a big westerly tailwind which would be our opponent when we changed direction; the other was the need to do a lot of slow-speed manoeuvring for photography.

The Vauxhall's new engine wasn't entirely silent in low-speed manoeuvres, although it did 'Whisper' along at 2100-2400rpm (80-90mph) on the motorways, delivering constant, reliable readings between 45 and 55mpg. Two things stood out: the extreme flexibility of the new engine, which feels really strong and responsive right down around 1000rpm (its predecessor was peaky for its type), and the fine co-operation between the Insignia's long wheelbase and accurate steering. It would glide for miles hardly needing any correction from the driver.

Around Ghent and Antwerp we rolled, hardly hindered by traffic and gently assisted by the wind. Gradually we turned further north until Breda hove into view. By that time we were well educated →



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'63' 5.5 Bi-TURBO ALL MODELS » 600+ BHP
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SL65 BLACK » 720+ BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+ BHP
C63 AMG » 530+ BHP (+DE-LIMIT)
SL63 AMG » 560+ BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
220 CDI ALL MODELS » 210+ BHP
250 CDI ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420/450 CDI V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
X5 4.0D / 740D » 370 BHP
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← about the place. It's an ancient fortified city with 180,000 souls living in its centre and bounded by a picturesque canal. Magnificent cathedral in the old town, which back in the 11th century was controlled by the Holy Roman Emperor. Lots of aristocratic owners including William of Orange, leader of the Dutch revolt in the 16th century. Occupied by French revolutionaries in 1795 and the Germans in World War 2. And most important of all, cradle of the man who made Elvis...

Disappointment: we searched but there was no sign of Tom Parker. Or Andreas Cornelis van Kuijk. While Stan snapped pictures of the Vauxhall from a canal bridge I interrogated some of Breda's honest burghers, and it became painfully clear that I knew more of this man's beginnings than they did. And the only statue we could find featured a lady in clogs and national dress, fairly far from Colonel Tom and his famous big hat. Just as our heads began to drop, we caught sight of a carnival in the city centre, complete with huge moving mannequins, truck-mounted floats, merry-go-rounds, strolling buskers and that pervading smell of chip fat I thought was purely British. The locals, however, seemed universally weary.

There was no secret about the reason: this was the last afternoon of

a five-day festival before the start of Lent, the 40-day period of austerity that ends at Easter. Suddenly we knew why everyone seemed obliging but tired: they'd been partying solidly for the past four-and-a-half days. Papior, resourceful to a fault, grabbed the opportunity to park the Vauxhall among all the colour and movement, and start snapping. Four days ago security men would have come from every point of the compass to send us away. Today they just didn't have the energy.

The trouble with good shoots is they eat time. Suddenly it was 1.30pm and we'd not yet accomplished a third of our trip. We pressed on, abandoning the pretence of economy driving. The Insignia played its part by being effortless, quick, flexible and easy to drive. We headed into Germany via Aachen at 2.15pm, having travelled 279 miles, then gave more time away by stopping for 45 minutes at the Spa circuit for pics and some communing with ghostly racing heroes.

As we headed back west through Namur, Charleroi and Mons, things started to go bad. There was a major hold-up on the Lille road because some idiot had driven the wrong way up an autoroute. The sat-nav, which we'd previously criticised for its slow reactions and weird screen colours, suddenly came into its →



Better late than never to Breda's carnival



While Papior takes his pictures Cropley makes his notes



Euro 6 emissions regs
mean the forests can
breathe a while longer



← own by routing us on minor roads around the problems. How was it to know that driving as fast as possible on narrow, curved roads, almost entirely devoid of lights, would reveal the Insignia's one bad fault: its alarmingly poor standard headlights? If you buy one of these cars – no bad move if the price is right – make sure they throw in the seven-mode Adaptive Forward Lighting (AFL) lights which, for us, would have completely transformed the situation.

What with the delays, and some three-lane-into-one-lane traffic queues tightly packed with trucks as far as the eye could see, our average speed fell below 50mph for a while, and our consumption also dropped away. Just as the situation looked irrecoverable we made it to the main A1 to Calais wondering, as we came closer to the coast, why this road is always deserted.

A few miles short of the coastline

we paid our only autoroute toll for the entire trip (a matter of £7) and pitched up at the Channel Tunnel ticket office two trains later than planned, leaving France at 10.20pm (local time) and reaching Blighty at 10pm with the Insignia's trip computer showing 594.2 miles, 51.0mpg and 53.5mph.

It was a good moment for the three of us. A car that had started with a gentle 1200 miles on the clock now showed a more robust 1800, and was noticeably the better for it.

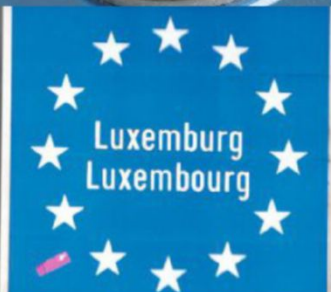
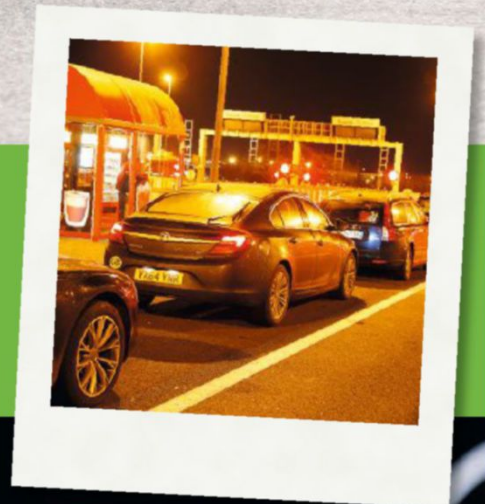
According to the Insignia's computer, the remaining range was 154 miles. Our Teddington offices outside London, to which the car had to be delivered, were only 90 miles away, so we drove on without bothering to refuel. We heard the first 'bong' of the low-fuel warning just as we arrived. It had been as long a day as you'd want but like so much of motoring, it was also absorbing and fun. 📺





Fine mile muncher but
flat out at Eau Rouge
not recommended

WE HEARD THE FIRST
'BONG' OF THE LOW-FUEL
WARNING JUST AS WE
ARRIVED IN TEDDINGTON



Insignia felt better
for its 600 miles and
Cropley its 51mpg





How crooks can steal your car without the keys



High-end cars with keyless entry can be worryingly easy prey for thieves. **John Evans** spends a day with the Metropolitan Police to see how they're fighting back



John Evans (on left) joins the police patrols working in Essex on Operation Endeavour

If you'd stolen a Range Rover and were, one Thursday this month, triumphantly driving it down the A13 from London to Tilbury Docks to stash it in a container on a ship bound for Africa, your luck was just about to run out.

Positioned on the eastbound carriageway of this busy road, on a section between Dagenham and the Dartford Crossing, was a police car fitted with an automatic numberplate recognition (ANPR) system that alerts officers to vehicles recorded as being linked to crime. Farther down the road were four marked and unmarked pursuit cars, waiting for the nod from the ANPR police car to give chase to any vehicle that the alert system flagged up.

Nearby off a slip road, waiting patiently in the teeth of a biting easterly wind blowing across the

Essex marshes, was a squad of about 30 police officers, their job to process any vehicle, and its occupants, the pursuit cars escorted in. Your reception committee, if you like, poised to read you your rights – before slapping on the cuffs.

The activity that bitterly cold Thursday afternoon was part of a week-long, region-wide operation codenamed Operation Endeavour that involved 800 police officers patrolling 20 major roads in and around London. Although the police were happy to Hoover up any criminals who strayed into their net, they were particularly keen to catch those who steal 'keyless' vehicles – cars that can be unlocked automatically when they sense the owner's key fob in close proximity and that have an engine start button.

The police operation came →



The Golf wasn't stolen, but police found bundles of cash in it

← against the backdrop of a long-term fall in the number of vehicle thefts (from 318,000 in 2002 to 74,600 in the 12 months to September 2014) but a sharp rise in the number of cars stolen by gangs targeting keyless vehicles. For example, the Metropolitan Police says that of the 24,000 vehicles stolen in London last year, 6000 were stolen without their owners' keys, the majority of them keyless vehicles. More than 70% of such vehicles were high-value Land Rovers and BMWs but they also included Ford Fiestas and Ford Transit and Mercedes-Benz Sprinter vans.

Meanwhile, Autocar has seen confidential police reports detailing thefts of cars in London by week. It makes surprising reading. For example, during one February weekend, 17 Range Rovers were stolen across London, while in just one area, two Land Rover Defenders, one Range Rover and one Range Rover Evoque were stolen. However, criminal gangs aren't only targeting

high-value cars like these. Again, during one recent weekend, five Fiat 500 Lounge-edition models and four 11-plate Ford Galaxys were stolen, suggesting that criminals are stealing to order.

Sammy Miller, from Birmingham, knows exactly what the owners of these cars have been through. Her two-year-old Range Rover Autobiography, which would cost around £100,000 today, was stolen from her driveway in less than 30 seconds by a keyless car thief who simply opened the door, got in and drove off. She was in her house at the time but knew nothing about the theft until Tracker, a vehicle location company, rang her to ask if she knew her car was being driven.

"I looked out of the window and couldn't believe it: my car was gone," Miller said later.

When she looked at her CCTV system, she was shocked to see how easy it had been for the thief to steal her car. "He just opened it, got in and was gone in 30 seconds," she said.



HOW DO THE THIEVES DO IT?

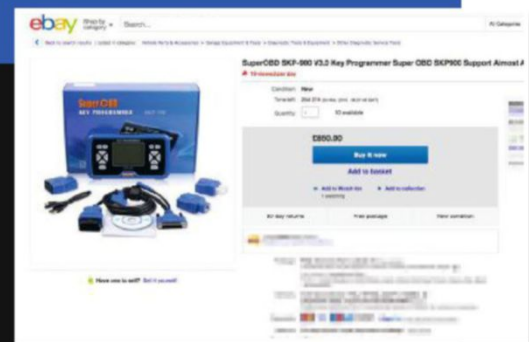
THERE ARE A variety of ways criminals can gain access to a keyless car. The messiest one involves breaking a window. More straightforward is trying the car's door handles first, since some models can remain unlocked if the owner's key fob is nearby – inside the house on a window sill, for example.

If the fob is too far away for the car's short-range security signal to communicate with it and unlock the doors, the thief can stand nearby, capture the signal on a device and transmit it to a mate with a receiver standing close to the owner a convenient distance away.

This tricks the car into believing it's close to the key fob and the doors are immediately unlocked.

Another method is to jam the signal from the owner's key fob to the car. The owner thinks he or she has locked the car and walks away, leaving the thief to sneak on board.

Whichever way they gain access, once in the car the thief plugs a hand-held 'key fob' programmer, freely and legally available on the internet, into the car's on-board diagnostics (OBD) port to record the car's vital systems data. Car makers are obliged by law to permit rival services



to access the OBD, hence the existence of such devices. Once the fob is programmed – which takes less than 15 seconds – the thief is in control of your car.



A reception committee awaits those brought in by the patrols



Cars are searched thoroughly for evidence of criminal activity

It doesn't always end well for the drivers who are brought in



Fortunately, Tracker and the police located Miller's Range Rover less than an hour later, parked up and abandoned.

With many cars stolen in this way, the outcome for their owners is rather less fortunate. Many are shipped out of the country, to Africa or eastern Europe, as a whole vehicle.

Meanwhile, others are simply driven to so-called slaughterhouses where they are stripped down to their component parts for sale to the highest bidder. Typically, a Range Rover engine will make £1000 and a whole vehicle £10,000.

Sure enough, as the police were patrolling the bleak, bitterly cold A13 near Dagenham, another police team was cracking open a collection of suspicious-looking shipping containers at the Port of Felixstowe, 75 miles away. Inside, they found mountains of stolen car parts as well as five complete Range Rovers, some buried under mattresses and behind stolen bicycles.

Back in the 'reception' area off

the A13, news of their colleagues' success was spreading among the shivering police officers. Success here would soon warm them up and, sure enough, bang on 2pm, it came in the form of a brilliant white Range Rover shepherded in by two police cars. Its two occupants were quickly surrounded as officers, some with sniffer dogs, probed every inch of the vehicle. Eventually, the pair were led away, in handcuffs.

In truth, the car didn't look like one worth risking your freedom for, being a touch too old and 'Essex'-looking. The driver eventually returned, free of his cuffs, before casually driving it away. His mate, meanwhile, remained behind. He'd been arrested for carrying a knife.

Detective chief superintendent Carl Bussey, who led the operation, was unfazed. "The real point of this week's operation is to educate motorists about the risk of keyless theft," he said. "We'll be bringing drivers in to tell them how they can help themselves from

being victims of this growing crime."

His advice may come as a surprise to anyone who has recently purchased a £100,000 Range Rover: fit a Krooklok or similar device. It could be enough to panic and delay a thief who has come armed with a key programmer rather than a hacksaw. In addition, said Bussey, owners should consider installing a lock on the on-board diagnostics (OBD) port and a tracking device, and park their vehicle in a well-lit area.

Bussey said the force is talking to car makers about tightening vehicle security. Their representative body, the Society of Motor Manufacturers and Traders, has told Autocar that car makers are doing all they can to respond to the problem, including applying software updates and making OBD ports harder to locate.

At the reception area on the A13, the police seemed to be waiting in vain for their hot Range Rovers and Porsches. In their place, a procession, largely of tatty vans, filed in, each with their own sorry tale of casual,

opportunistic crime, such as the one stuffed full of stolen bicycles.

And then, just as we'd given up hope, in came a tasty-looking 64-plate Volkswagen Golf GTI. Police circled, dogs sniffed and investigating officers had that relaxed, confident look that comes from knowing they've got their man.

Only they hadn't, quite. The car wasn't stolen, but the dogs had found bundles of cash in it. Explain that, Mr Driver.

The A13 may not have yielded a keyless theft, but Operation Endeavour was, said the police, a huge success. Officers arrested 84 people, 16 on suspicion of vehicle theft, the rest for a range of offences including possession of offensive weapons, burglary, money laundering and driving while disqualified. In addition, they seized five Range Rovers and hundreds of vehicle parts, believed to have been from 12 BMWs stolen from London.

That long, cold wait by the A13 had been worth it after all. **A**

Infiniti Q70

Britain's least-known mid-sized exec gets new fleet credentials

MODEL TESTED 2.2d Premium Tech

- Power 168bhp ● Torque 295lb ft ● 0-60mph 9.6sec ● 30-70mph in fourth 11.7sec
- Fuel economy 39.0mpg ● CO₂ emissions 129g/km ● 70-0mph 54.0m

The hard yards stretch on for Japanese luxury brand Infiniti. The Society of Motor Manufacturers and Traders' registration statistics for 2014 contained one reason to be cheerful for the marque: a full year of sales of the Q50 compact executive saloon inflated its UK volume to almost double what it was the year before. That would have looked like huge success for a lot of premium players. Unfortunately for this one, it still meant registering fewer than 800 cars in the UK – barely any more for the whole year than close competitor

WE LIKE Elegant exterior design ■ Generous equipment level ■ Broadly competitive on CO₂



● Any car maker without a jazzy name for its corporate grille can count itself uncommonly plain-speaking these days. Infiniti's is the 'Double Arch'. And the Q70's uses waved mesh where the M-series had horizontal chrome bars.



● New front valance moulding has larger air ducting and more ornate decoration than the previous one. It's supposed to give the Q70 a more dignified look than its predecessor.



● These 10-spoke, 18in rims come with Premium and Premium Tech. On Sport and Sport Tech, you get 20in wheels.



● Eyebrow-like styling crease running from the headlights over the bonnet is unusually expressive for a straight-laced executive saloon. It can be traced backwards through the bodyside to the tail-lights.

Lexus managed in the sleepy month of December alone.

The story is little more positive when told in Continental terms. Despite investing big in the past five years to establish itself as a European player of note, Infiniti's 2014 volume within the EU was still considered insignificant enough that the ACEA, Europe's association of car makers, didn't bother listing it in its annual statistical press release. Although Infiniti is reasonably well established in other parts of the world, in Europe it's probably best known as the brand that has been



Infiniti M30d had a 3.0 V6 diesel engine

plastered all over Red Bull Racing's Formula 1 cars for the past three years. Some people will know that the brand belongs on the grille of a car, rather than on a wristwatch or mobile phone, but that won't be because

they see one frequently on the road.

It must be a worrying context into which to launch not one but two all-new British-built cars in 2015. But at least the Q30 hatchback and QX30 crossover are in growth segments.

Until they arrive, though, Infiniti is looking to an unlikely source for sales progression: the Q70 middleweight executive saloon, which has been given a price slash, a styling refresh, a new diesel engine and a different name. But will any of the above turn the car into a markedly better BMW 5 Series rival than the Infiniti M30d was four years ago?

DESIGN AND ENGINEERING



The Infiniti M became the Q70 in the spring of last year and received a subtle facelift to match its new identity. But only now has Infiniti reappraised its prices and substituted the slow-selling 3.0-litre diesel version for this more fuel-efficient four-cylinder diesel, which uses the same 168bhp 2.1-litre Daimler engine that you'll find in the Q50.

The four-pot diesel repositions →

WE DON'T LIKE Coarse, unenthusiastic engine ■ Muddled ride and handling compromise ■ Meagre boot



● Chrome trim has been added to the lower part of the bootlid but is otherwise used sparingly. We like the unusual way that it's applied to hide the welds on the roof.



● Headlights and these tail-lights are lit entirely by LEDs, and the lighting signature at the rear makes them appear all the more different after dark. Also, a name with a '7' gives this car an instant air of superiority over rivals with a '5' or '6' in theirs. The QX70 is what they used to call the FX sports SUV.



● One of only a few sheetmetal changes compared with the earlier M-series is a reprofiled the bootlid, which is flatter and more discreet on the Q70. A spoiler is offered as a dealer-fit accessory.



● Drive mode selector is pretty redundant on Premium cars. Sport trim gives you Sport and Eco as well as Normal or Snow.



● Teardrop-shaped chrome settings for the interior door handles are a rich and attractive addition to the cabin. Not all of the fittings look so good, though.



● Ordinary analogue clocks, where there might otherwise be versatile colour displays, are beginning to date on big, luxury cars.



MULTIMEDIA SYSTEM

The 8.0in WVGA (wide video graphics array) touchscreen multimedia system looks a little off the pace for a large saloon that supposedly majors on technological sophistication.

Rivals use larger, clearer LCD displays that, in some cases, disappear into the dashboard when not required. The Q70's is a more dominant, permanent fixture atop the centre stack, a bit like a Royal Navy sonar operator's workstation screen. It can be used as a touchscreen or controlled via a rotary knob and a wide array of shortcut buttons that

would be better placed on the centre console instead of at shoulder height.

The 30GB hard-drive-based navigation system gives you access to TMC traffic updates, Michelin Guide tourism information and handy 3D point-of-interest icons. It's voice programmable and the recognition software works fairly well. Online functionality is notable by its absence, though.

The 16-speaker Bose stereo sounds strong, but it doesn't reproduce very high and very low frequencies with the power and definition of some rivals.



◀ the Q70 in the heart of the mid-sized executive class, making it much more competitive on price and CO₂ emissions with the biggest-selling versions of its German rivals. Emitting less than 130g/km of CO₂ and now available, quite well equipped, for less than £33k, the Q70 suddenly looks like a justifiable prospect for the company car drivers who make up the overwhelming majority of the class's clientele.

The Q70's 2015-model-year facelift brought about an exterior redesign that's more noticeable on Sport versions than our Premium Tech test car. Nevertheless, the keen-eyed will have clocked new LED headlights and tail-lights, new front and rear bumper designs, a new 'wave mesh' radiator grille and a smattering of extra chrome, none of which appeared on the old M30d. This is an elegant-looking car, partly thanks to its generous overall length. Distinctive compared with the straight-laced German norm, it's certainly a charmer.

Under the skin, besides accommodating the new diesel engine, Infiniti's engineers have better sealed the cabin, retuned

the suspension for better rolling comfort and fitted new alloy wheels for a quieter ride.

Customers who don't want the new Daimler diesel option are offered as an alternative Infiniti's petrol-electric Sport Hybrid, which partners a 298bhp 3.5-litre V6 petrol engine with a 67bhp electric motor. Emitting 145g/km, it qualifies for company car tax only 1% higher than the diesel. Then there's the range-topping 316bhp 3.7-litre V6 petrol, which gets sports suspension and four-wheel steering. Other markets than ours are also offered four-wheel drive and long-wheelbase versions.

INTERIOR



Time has been harsher on the cabin of the Q70 than it has been on its swooping exterior, and the best mid-sized executive saloons now set the bar high for interior quality. Four years ago, Infiniti might have just got away with the use of words like 'meticulous', 'inviting' and 'intuitive' in its description of the M30d's various appointments and systems. →

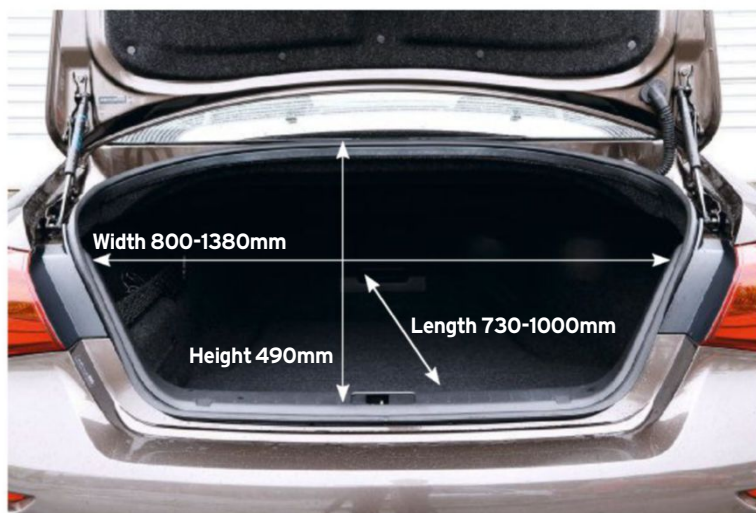


● High centre console and swollen centre stack make the driving position feel intimate, but there's plenty of room for both occupants in the front.



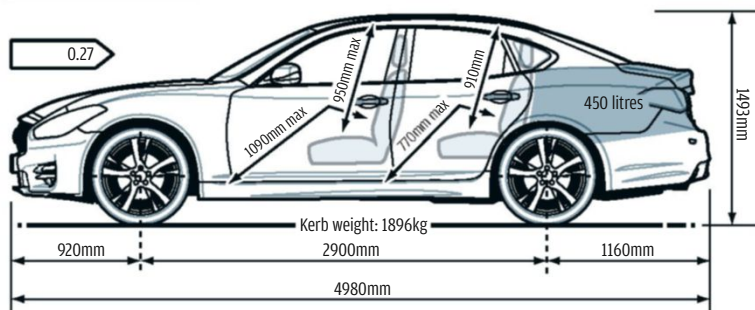
Typical rear leg room 770mm

● Knee room is generous by the standards of this class and head room is very respectable. The leathers employed here look and feel pleasant.



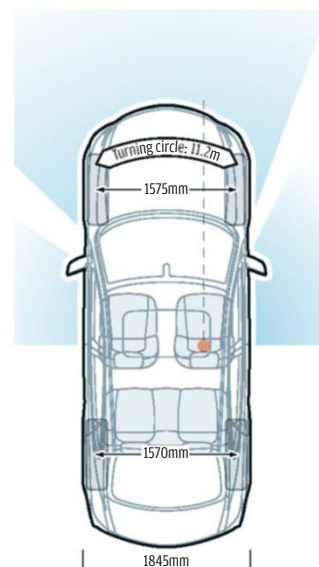
● Not good news here. The boot is about 20% too small and suffers from intrusions on several sides. The backs of the rear seats don't fold, either.

HOW BIG IS IT?



VISIBILITY TEST

View forwards and backwards is pretty typical. Over-shoulder view is impeded by the large B-pillar.

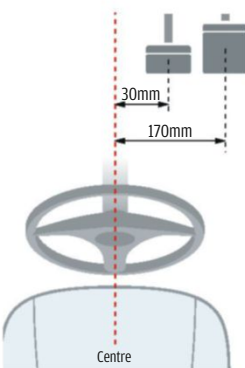


HEADLIGHTS

LED units are fairly strong on both dipped and main beam. Adaptive main beam is not as clever as some.

WHEEL AND PEDAL ALIGNMENT

Right-sided offset is as it should be and isn't pronounced enough to cause most drivers any leg ache. Column adjustment is limited, but it's acceptable.



◀ But the current versions of the Audi A6, BMW 5 Series and Lexus GS have made the market accustomed to higher standards of perceived quality, apparent technological sophistication and systems usability.

Even so, the Q70 remains a spacious saloon for both driver and passengers, with some pleasingly rich and attractive features. The driver's seat is comfortable and the primary controls well located. Although they're busy with switchgear, the high centre console and raised 'waterfall' centre stack seem to stretch out towards you to put the multimedia and air conditioning controls within easy reach.

Although the glossy, faux-looking wood veneers of our test car didn't meet with the universal approval of our testers, the use of satin chrome around the centre console and door handles did attract consistent praise – as did the tactility of the Q70's

leathers. But there's no mistaking how dated key parts of this interior appear. The instruments, trip computer and multimedia system in particular cry out for renewal.

Even larger adults are given plenty of room in the back seats of the Q70, where there is generous head room and more knee room than in a 5 Series or an A6. But there's a large and unpalatable compromise to be paid farther back, with a smaller boot than that provided by any of the Q70's competitors. What boot space there is suffers from considerable suspension and wheel arch intrusion and, worse still, there's no option to flop the rear seatbacks down to accommodate longer loads.

The upshot is that the Q70 would be a much less usable saloon than its competition – less usable, even, than many saloons from a couple of classes farther down the market segmentation pecking order.

PERFORMANCE



Having switched from a six-cylinder diesel to a four and been downgraded by almost 30 per cent on both power and torque, it was inevitable that the Q70 would feel somewhat impoverished here. The car's saving grace may yet prove to have been the unpopularity of the M30d, because the new blood buying the Q70 for its fleet viability probably won't have known what the old M-series offered, so they won't miss it. But whether you're inclined to judge this car against its immediate predecessor or its immediate rivals, our performance numbers betray it as not only sluggish but also only average for fuel economy.

Even if you mitigate the car's leisurely step-off by winding up

the torque converter, the Q70 takes 9.6sec to pass 60mph from standing. The most recent BMW 520d we figured took 7.8sec and a 2.2-litre turbodiesel Jaguar XF will also dip under eight seconds, both fitted with an automatic gearbox. The chilly conditions of our test day can have made little difference to the Q70's performance, because it barely has enough power to make wheelspin a factor. And although our True MPG real-world fuel economy testers have recently seen almost 49mpg from the most frugal versions of the A6 and Mercedes-Benz E-Class on a like-for-like combined cycle test, the Q70 returned only 39.0mpg.

In day-to-day use, the Q70 may not feel as disappointing as those objective numbers may imply, but it fails to do much that gives it the distinguishing aura of a true premium product. Although reasonably quiet at low revs, that

TRACK NOTES

You don't need to lean on the Q70 very hard to realise that, in as-tested specification at least, it's not much of a sports saloon. The car's soft but also relatively short springs and fairly firm roll bars allow it to roll only so far, but the car's rate of roll – the speed at which it lolls from one lateral extreme to the other through fast direction changes – is quite high.

Hit a mid-corner bump on the loaded side of the car and you'll feel it not only make the harder-working wheels part company with the road but also thump through to disturb the rim of the steering wheel. The body can take a while to settle after a crest or compression, because it takes a few strokes of the suspension for the dampers to do their work.

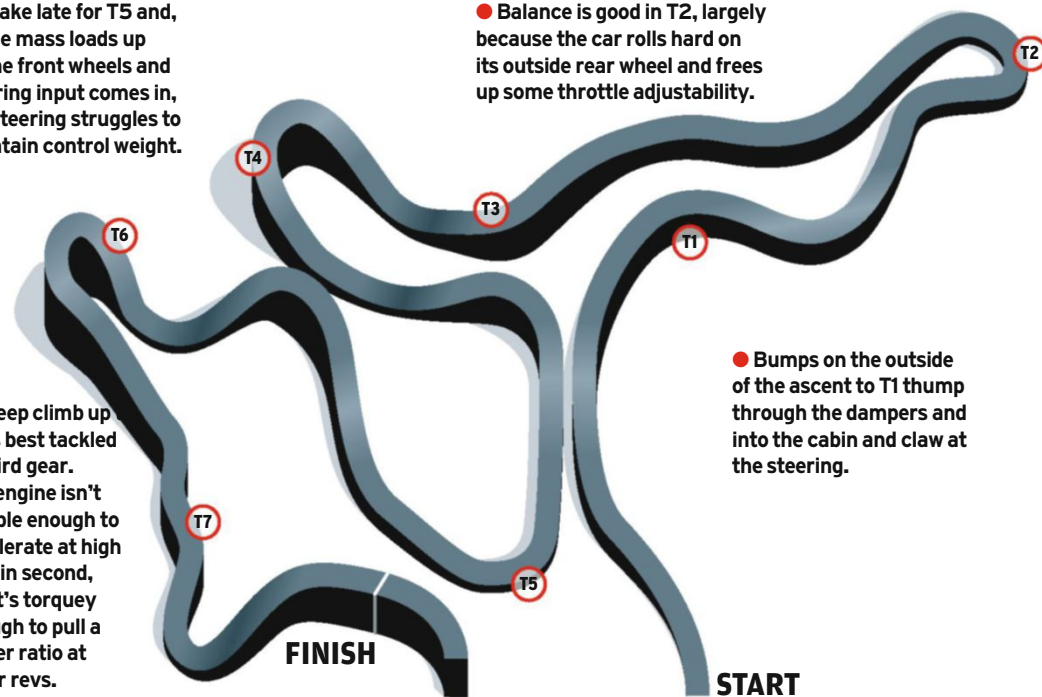
Also, when big directional inputs are needed at the same time as sudden loads act on the front wheels, the electrically assisted steering evidently runs short of power, and the weight of the rim can fluctuate drastically.

● Brake late for T5 and, as the mass loads up on the front wheels and steering input comes in, the steering struggles to maintain control weight.

● Balance is good in T2, largely because the car rolls hard on its outside rear wheel and frees up some throttle adjustability.

● Steep climb up T6 is best tackled in third gear. The engine isn't flexible enough to accelerate at high revs in second, but it's torquey enough to pull a longer ratio at lower revs.

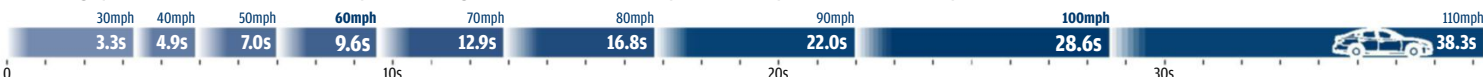
● Bumps on the outside of the ascent to T1 thump through the dampers and into the cabin and claw at the steering.



ACCELERATION 4deg C, damp (Q70), 22deg C, dry (XF)

Infiniti Q70 2.2d Premium Tech

Standing quarter mile 17.3sec at 81.0mph, standing km 31.6sec at 103.8mph, 30-70mph 9.6sec, 30-70mph in fourth 11.7sec



Jaguar XF 2.2d 200 (2011)

Standing quarter mile 16.2sec at 86.1mph, standing km 29.7sec at 110.3mph, 30-70mph 8.0sec, 30-70mph in fourth na



BRAKING 60-0mph: 3.27sec



In this specification, neither its ride nor its handling is able to shine



Although cornering balance is quite well judged, lateral grip levels are easily breached

Daimler diesel sounds and feels coarse both on start-up and when working hard. Infiniti claims to have Active Noise Control at work in the cabin, cancelling the harshest frequencies of that motor through the car's audio speakers. If that's true, you wouldn't know it once the crank is spinning beyond 3000rpm, when the engine becomes abrasive as well as increasingly breathless. And although the seven-speed transmission shifts smoothly enough in laid-back mode, it won't be hurried to kick down, or by selecting a lower ratio using manual mode.

The car is reasonably well isolated from wind noise at motorway speeds, but only averagely so from road noise intrusion. Stopping distance is typical for a car of its size, considering the prevailing test conditions.

RIDE AND HANDLING



In the Premium Tech specification of our test car, the Q70 is unlikely to be at the height of its dynamic powers. A handling compromise just on the sporting side of normal, and prioritising a certain straightforward

cornering poise and honesty of control feedback, is what we've come to expect from Infiniti at its best.

Not that we got that from the Q50 last year. It remains to be seen if the Q70 delivers it in optimal specification, but in this apparently softened state of being, the car offers neither truly convincing ride comfort and ease of operation nor much in the way of sporting dynamism.

Its gait feels soft, compliant and necessarily gently damped at first, the body loping along convivially over an unchallenging surface – but plenty of weight characterises the steering and there is above-average directness, too. A more conventional big limousine with an agenda for comfort would have lighter, slower steering, but moreover it would filter out more of the bump steer and surface interference that you feel from the front contact patches. So the Q70's steering feel, while welcome to an interested driver, is perhaps a bit miscalculated.

Stretch the car to an enthusiastic pace and its body control becomes quite loose, allowing more in the way of vertical movement than roll, admittedly, but also a little too much suspension crash into the cabin – no

doubt as a result of the eased-off damper settings.

Although softly sprung, the chassis has insufficient wheel travel to make its absorptiveness tell, and it seems to run into its bump-stops fairly abruptly at times. And although cornering balance is quite well judged, lateral grip levels are easily breached. Directional precision falls away quite suddenly beyond a certain effort level and, under duress, the power steering's assistance levels can fluctuate widely, making the car tricky to guide on the limit.

The general imprecision characterising the handling is also evident in a lack of centre feel from the power steering at motorway speeds. Here, the Q70 can attempt to compensate with corrections from its lane-keeping assist system, but you quickly realise that it's a poor substitute for a car that's inherently stable and easy to drive at high speeds.

BUYING AND OWNING



Some credit is due to Infiniti for finally arming its 5 Series rival

with an engine that, although disappointing in practice, may at least earn it a place on some company car lists. In entry-level guise, the Q70 is marginally more expensive than the bottom-rung BMWs, Audis and Lexuses that it seeks to supplant, and it is unlikely to be fancied by the bodies who set residual value forecasts, so don't expect contract hire rates to be cheap.

However, you get plenty of equipment, even on the cheapest Premium-spec car: an automatic transmission, automatic lights and wipers, cruise control, 18in wheels, LED headlights and tail-lights, keyless entry, a reversing camera, satellite navigation, dual-zone climate control and heated and ventilated leather seats. An A6 S line with the same level of equipment is a £39k buy.

Infiniti's safety showing is also quite commendable. The car has never been crash tested by Euro NCAP, but the mid-spec Premium Tech version comes packed with active safety equipment such as blindspot warning, lane departure warning, forward collision mitigation and moving object detection at parking speeds. →

INFINITI Q70 2.2D PREMIUM TECH

On-the-road price	£36,750
Price as tested	£38,380
Value after 3yrs/36k miles	na
Contract hire pcm	na
Cost per mile	na
Insurance/typical quote	36E/£924

EQUIPMENT CHECKLIST

Automatic engine stop-start	■
18in alloy wheels	■
Dynamic Safety Shield Pack (inc intelligent cruise control, blindspot warning, forward collision warning, lane departure warning)	■
Front, side and curtain airbags	■
Heated door mirrors	■
LED auto-level headlights	■
Around View Monitor Pack with corner parking sensors, moving object detect	■
Touchscreen multimedia system with 30GB HDD nav, Bose surround audio, 16 speakers, voice recognition	■
Dual-zone air conditioning	■
Heated and ventilated front seats	■
Heated steering wheel	■
Metallic paint	£680
Sunroof	£950
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

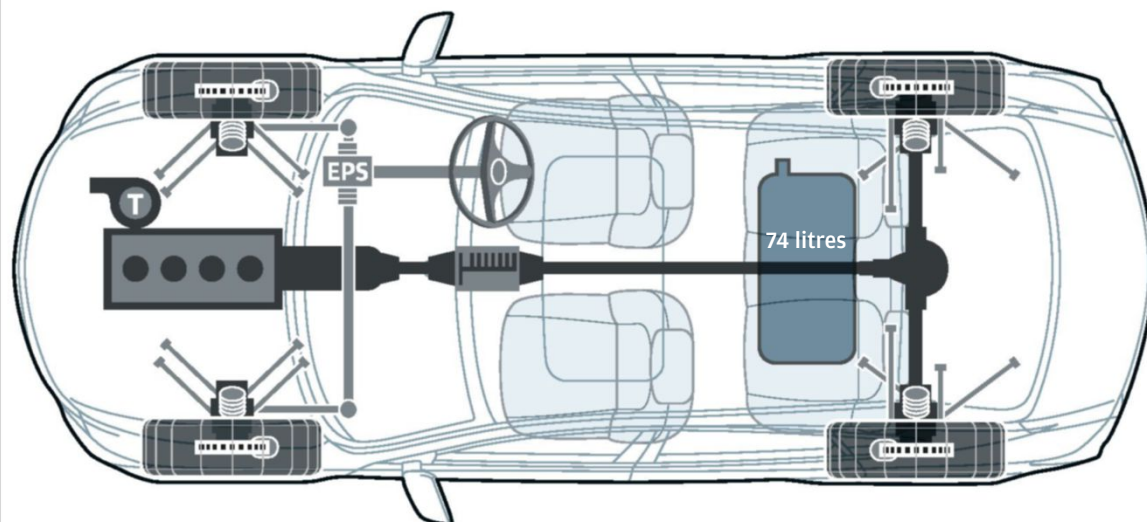
ENGINES	POWER	FROM
2.2d Premium	168bhp	£32,650
3.5 Hybrid	359bhp	£42,500
3.7 Sport Tech	316bhp	£44,100

TRANSMISSIONS

7-spd automatic	■
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TECHNICAL LAYOUT

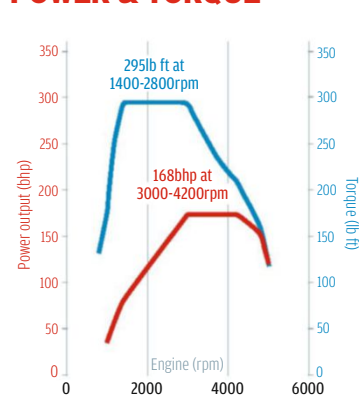
All-steel Q70 is built on Nissan's 'FM Enhanced' platform, with a front-mid engine location for optimal weight distribution. Double wishbone front suspension is partnered with multi-links at the rear, with 'dual flow path' dampers all round. Active four-wheel steering is standard on the range-topping 3.7-litre V6 petrol model only.



ENGINE

Installation	Front, longitudinal, rear-wheel drive
Type	4 cyls in line, 2143cc, turbodiesel
Made of	Iron block, aluminium head
Bore/stroke	83.0mm/99.0mm
Compression ratio	16.2:1
Valve gear	4 per cyl
Power	168bhp at 3200-4200rpm
Torque	295lb ft at 1600-2800rpm
Red line	4600rpm
Power to weight	89bhp per tonne
Torque to weight	156lb ft per tonne
Specific output	78bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1896kg/na
Drag coefficient	0.27
Wheels	8Jx18in
Tyres	245/50 R18 100W, Dunlop SP Sport Maxx TT
Spare	Spacesaver

TRANSMISSION

Type	7-spd automatic
Ratios/mph per 1000rpm	1st 4.38/6.8 2nd 2.86/10.4 3rd 1.92/15.5 4th 1.37/21.7 5th 1.00/29.8 6th 0.82/36.3 7th 0.73/40.8
Final drive ratio	2.76

ECONOMY

TEST (TRUE MPG)	Urban	32.7mpg
	Extra-urban	45.3mpg
	Average	39.0mpg
CLAIMED	Urban	47.9mpg
	Extra-urban	64.2mpg
	Combined	57.6mpg
	Tank size	74 litres
	Test range	635 miles

SUSPENSION

Front	Double wishbones, coil springs, anti-roll bar
Rear	Multi-link, coil springs, anti-roll bar

STEERING

Type	Electrically assisted rack and pinion
Turns lock to lock	2.8
Turning circle	11.2m

BRAKES

Front	320mm ventilated discs
Rear	308mm ventilated discs
Anti-lock	Standard with EBD and brake assist

CABIN NOISE

Idle	48dB
Max revs in third gear	68dB
30mph	57dB
50mph	62dB
70mph	65dB

SAFETY

ABS, EBD, TCS, VDC, BA, Forward Collision Warning	
Euro NCAP crash rating	Not tested

EMISSIONS & TAX

CO ₂ emissions	129g/km
Tax at 20/40% pcm	£141/£282

ACCELERATION

MPH	TIME (sec)
0-30	3.3
0-40	4.9
0-50	7.0
0-60	9.6
0-70	12.9
0-80	16.8
0-90	22.0
0-100	28.6
0-110	38.3
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th	7th
20-40	2.8	4.6	-	-	-	-
30-50	-	3.9	5.9	12.0	-	-
40-60	-	4.5	5.6	8.6	14.3	-
50-70	-	6.1	5.9	8.4	11.4	15.8
60-80	-	-	7.0	8.9	11.8	14.5
70-90	-	-	8.7	9.7	13.1	16.2
80-100	-	-	-	11.6	-	-
90-110	-	-	-	-	-	-
100-120	-	-	-	-	-	-
110-130	-	-	-	-	-	-
120-140	-	-	-	-	-	-
130-150	-	-	-	-	-	-
140-160	-	-	-	-	-	-

MAX SPEEDS IN GEAR

1	31mph 4600rpm
2	48mph 4600rpm
3	71mph 4600rpm
4	100mph 4600rpm
5	137mph 4599rpm
6	137mph 3771rpm
7	137mph* 3357rpm

RPM in 7th @ 70/80mph = 1715/1960



THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Q70, contact Infiniti Quality Centre, 250 Gunnersbury Avenue, London W4 5QB (020 7048 3700, infiniti.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Infiniti Q70 2.2d

AUTOCAR VERDICT ★★☆☆☆

Better on paper than in the real world, where it is unconvincing



Great minds often claim that getting to the top isn't as tough as staying there. These people have, by and large, forgotten how hard the ascent was. More to the point, they don't know the car business. This is an industry where sales volume equals budget and, more often than not, budget delivers formidable contenders. And that makes life that much harder for brands like Infiniti and cars like the Q70.

But this car's shortcomings can't all be excused, even by those who understand its maker's plight. It rides and handles like a car that's slightly misconceived as well as undernourished, its performance lacks any kind of lustre and its interior isn't up to date or sufficiently versatile. Although the Q70 may finally have the powertrain to appear on your company car list, the upshot is that it still doesn't have the integrity or breadth of ability to seal the deal.

TESTERS' NOTES



MATT SAUNDERS

A mix of very similar material finishes often looks slapdash. Not here. Satin chrome dominates, with high gloss used only on the major control knobs and starter button, as if to draw your eye – followed by your finger. Clever.



NIC CACKETT

I'm a sucker for Infiniti's flowing, wavy design language, and it works better on a five-metre saloon than anywhere else. The Q70 looks less fussy than the Q50.

SPEC ADVICE

Sport-spec cars have an extra transmission mode that, we'd hope, makes an improvement to the driving experience. Hybrid has the better dampers, much better performance and creditable urban fuel economy, so don't rule it out.

JOBS FOR THE FACELIFT

- Finish the dynamic development. Chassis and steering need work.
- Make its rear seats fold.
- Update the instruments, multimedia and control regime.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
BMW					
Model	520d Luxury auto	XF 2.2d 200 R-Sport	E220 Bluetec SE Premium auto	A6 2.0 TDI Ultra S line S tronic	GS300h Luxury
Price	£36,715	£36,250	£36,965	£35,935	£37,495
Power	187bhp at 4000rpm	197bhp at 3500rpm	174bhp at 3200rpm	187bhp at 3800rpm	220bhp
Torque	295lb ft at 1750rpm	332lb ft at 2000rpm	295lb ft at 1400rpm	295lb ft at 1750rpm	163lb ft
0-60mph	7.8sec	8.5sec (claimed, to 62mph)	8.4sec (claimed, to 62mph)	8.2sec (claimed, to 62mph)	9.2sec (claimed, to 62mph)
Top speed (claimed)	147mph	140mph	143mph	144mph	118mph
Fuel economy (combined)	65.7mpg	54.3mpg	64.2mpg	67.3mpg	57.6mpg
Kerb weight (claimed)	1695kg	1735kg	1735kg	1660kg	1735kg
CO₂/tax band	114g/km, 20%	139g/km, 25%	116g/km, 21%	110g/km, 20%	113g/km, 17%

A strong act made even stronger by last year's facelift. A bit spec sensitive but great all the same.
★★★★★

Slightly sweeter and more natural in its handling than the BMW; not quite as well rounded.
★★★★★

Gentle riding, church-door solid and newly good-looking. Flat engine still its Achilles heel.
★★★★★

A spectacular cabin, a smart look and a very commendable powertrain. Unengaging to drive.
★★★★★

Hybrid drive gives with one hand but takes with the other. Impeccably well constructed.
★★★★★

Verdicts on every new car, p70

YOUR VIEWS

Write to Autocar
autocar@haymarket.com

LETTER OF THE WEEK

Don't look back

Like Jim Holder, I, too, was "salivating at the prospect of the Porsche Cayman GT4" (Leader, 4 February). That is until I read that it was to be fitted with a manual gearbox only. I applauded Porsche for introducing the GT3 with PDK dual-clutch transmission only. Now the company is going back to the Dark Ages. Shame on Porsche. It's like that song by Jethro Tull called 'Living in the Past'.

Manual gearboxes are all obsolete. The new automatics of whatever description are generally more efficient, both in terms of performance and economy, than their dated manual alternatives, and if more people chose them instead of sticking their heads in the sand, they would be a lot cheaper, too, due to economies of scale.

Andy Armstrong
via email



WIN

Letter of the week wins a
ValetPRO exterior protection
and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

STILL LIFE

The current range of motor vehicles caters for just about every need, yet week after week we read of new models that have a higher top speed, greater acceleration, greater cornering power, more comfort, and even more bells and whistles. Better, always better.

It suddenly occurred to me to wonder whether, apart from upsetting development departments and motoring journalists, it would really matter, in the great scheme of things, if the design and development of new models were to be frozen for the foreseeable future.

Peter Taylor
via email

There would be a gaggle of designers crying into their cappuccinos – MB

BACK TO FRONT

The incident with your Toyota GT86's numberplate was remarkable. It was

clearly the yellow, rear plate that was bent. The car wash must have ripped it off the back, carried it forwards and put it in place of the front plate before putting the front on the back. Or is there some more mundane explanation?

John Gaskin
Drifffield

There is a mundane explanation, John. The glow of street lights made the bent plate look yellow in our picture – MB

I DON'T APPROVE

So Caterham has launched an approved car scheme. Whatever for? Caterham owners aren't a standard breed. I suspect, much like me, most buyers are petrolheads, a little bit mad, know a thing or two, and have some passion for what they are buying.

I struggle to see how anyone making an 81-point inspection can add value to what I buy. Would I trust them enough to



GT68 is now hand wash only, gentle spin

not want to do the same myself anyway? Can they see something I can't? Probably not on both counts.

I'd much rather save the 10% premium I'd have to spend to buy a Caterham-approved car and instead get a clean, straight, dry-sumped HPC privately from an owner I can chat to face to face.

Trevor Chesterton

*Market Harborough
Trevor, there are those who aren't so admirably hands-on as yourself and*

would prefer a more gentle introduction into sports car ownership – MB

MG WHIZZ

I was very disappointed to read Andrew Sloan's downbeat views on the wonderful little MG F (Your Views, 11 February). My wife's MG gets on very well with my Porsche 911 S – and both cars are a hoot to drive. Love 'em both to bits.

Martin Hudson
Kemsing, Kent

F FOR FANTASTIC

Let's get one thing straight: the MG F had a great engine. Otherwise, why would the likes of Lotus and Caterham have used it (successfully, I might add) for so long?

I owned a 1999 VVC variant for more than four years and, in all that time, the only things to go wrong were a worn-out alternator and a fuel injector. It went like

AUTOCAR

What you're saying on autocar.co.uk

Facelifted DS5 drops the Citroën badge

Is Citroën going to revise the suspension and give the DS5 ride quality befitting a big French car, rather than an Audi?

Frightmare Bob

If they offered a big, elegant fastback/hatchback that didn't look like an MPV and gave it hydropneumatic suspension, I'd be interested.
sirwiggum



The DS line-up looks particularly weak at present. Not really the time to launch it as a stand-alone brand.
jonfortwo

As a very happy owner of a current DS5, I see the modified grille as ghastly and the DS badge overdone.
Elendil

Does a Caterham-approved used car appeal to you?



NEXT WEEK

Inside the magazine – on sale 4 March

FIRST DRIVE



Mercedes-AMG C63 Super-saloon gets AMG twin-turbo V8. We find out if it is any good



ROAD TEST

Smart Fortwo

New nippy two-seater gets a going-over from our experts



COMPARISON

Rapid wagons on test

Ford Focus ST estate takes on Peugeot 308 SW, Seat Leon ST

FIRST DRIVE



Ford EcoSport Unloved crossover has been tweaked. Has Ford made it any better?

CONTENTS SUBJECT TO CHANGE



Don't knock the entertaining MG F, say Martin and Rob

stink and went around corners and bends in a manner that the Mazda MX-5 could only dream of.

For the record, I've been working on cars for 48 years and counting. I've am currently driving an MG ZT 160, a Triumph TR6 and a Rover Tomcat. Guess what? They've all got British engines and are no bother if they're maintained regularly and correctly, as with most vehicles.

Exactly for how long has Mr Sloan owned and driven an MG F?

Rob Squire
via email

CECIL DID IT FIRST

I read Clive Redfern's letter (Your Views, 11 February) citing 'Grace, space, pace' as one of Jaguar's great slogans.

I would not disagree with that, but I do take issue with the suggestion, which I keep seeing repeated, that the

inspiration behind this snappy phrase was Sir William Lyons. Even Jaguar itself seems to believe this, but I am afraid that it isn't true.

In 1937, the great Cecil Kimber came up with a slogan for MG's largest saloon car, the elegantly styled SA – a contemporary of Bill Lyons' Standard-engined SS. Kimber's slogan was 'For Grace, For Space, For Pace' and by the time that Lyons began using his remarkably similar slogan, Kimber was dead, having died in a freak train accident in 1941.

How do I know this? Why, of course, there were advertisements in a popular weekly motoring magazine on sale in 1937. You may have heard of it. It was called 'The Autocar'...

David Knowles
via email

FOUR PLAY

I read with great enjoyment that, at last, Ford is going to sell the Focus as four-wheel drive (News, 11 February). I rallied a Cortina Mk1 and Escort RS1600 but have never bought a Ford since then because I was rubbish at driving front-wheel drive. I switched my allegiance to BMW, which I still love. When I get my large lottery win, I will be buying a BMW M4 and a four-wheel-drive Focus.

Mike Mace
Isle of Skye



New Ford Focus RS will be all-wheel drive



OUR CARS

A week in the life of Autocar's fleet

ALPINA
D3



Steve Sutcliffe

AUDI
A6 AVANT



Barnaby Jones

AUDI
TT



Stan Papior

BMW
i3



Allan Muir

BMW
X5



Andrew Frankel

CATERHAM
SEVEN 160



Colin Goodwin

CITROEN
C4 CACTUS



Lewis Kingston



Renault Twingo

FIRST REPORT The third-generation Twingo city car packs a lot of innovation into a little space, but how does it measure up in the real world? We're about to find out

The third-generation Twingo is something of a departure from that which has gone before it.

Generations one (which never made it officially to the UK) and two were both monobox designs with three doors. The styling of the latest Twingo – the newest addition to our long-term fleet – has more in common with the old Renault 5, and it has now grown into a city car-size five-door hatchback.

Like the original incarnation, this third-generation Twingo stands out from the rest of the class thanks to its bold styling and colour options, and our long-termer is a great example of this. It's certainly no wallflower; the Inca Yellow paint turns heads on suburban streets and the decals on the sides, white exterior pack and snub-nosed shape help it to stand out even more.

Inside, things are slightly more subtle. Our car comes with an optional leather steering wheel and white touches that lift what could otherwise be a rather sombre dashboard.

The interior is also a move away from those of the previous Twingos. The digital central speedometer has gone and is replaced by a traditionally located analogue dial with a digital sub-display inside it, while the centre of the dashboard looks like those in most other cars until you attach the smartphone holder that juts out of it.

Do so and you can then connect a smartphone to the car using an app that includes audio playback, Bluetooth hands-free phone calls, a trip computer, a rev counter and sat-nav. I'm looking forward to seeing how it works. It seems like a clever move by Renault and is

Fears of the rear-engined Twingo's boot being so small that it would be almost unusable have proven to be unfounded

standard on our Play-spec Twingo, which also comes with air conditioning and is our pick of the range because it brings with it a sub-£10,000 price tag.

Front occupants have plenty of room. The rear seats are only for two people. Leg room isn't awful compared with that of rival cars, but it is worth noting that even with the adjustable rear seatback in its most reclined position, the seats are very upright and could be uncomfortable on longer journeys.

Besides the styling, the biggest difference between the Twingo and

the rest of the city car class is with its underpinnings. Small cars are traditionally front-engined and front-wheel drive, the idea being that the cabin remains free of as much intrusion from the underlying mechanicals as possible, in turn allowing more room for people and their luggage.

When developing the Twingo, Renault teamed up with Daimler, which was about to start work on the new Smart Fortwo and Forfour. The partnership settled on a rear-engined, rear-wheel-drive configuration. At the

HONDA
CIVIC

JAGUAR
F-TYPE

KIA
SOUL EV

MAZDA
3

MINI
COOPER

MITSUBISHI
OUTLANDER

PEUGEOT
RCZ R

RANGE ROVER
SPORT

RENAULT
TWINGO

SEAT
LEON

TOYOTA
GT86

VOLVO
V60


Tim Dickson



Nic Cackett



Hilton Holloway



Luc Lacey



Mark Tisshaw



Matt Saunders



Steve Croyley



Steve Croyley



Matthew Burrow



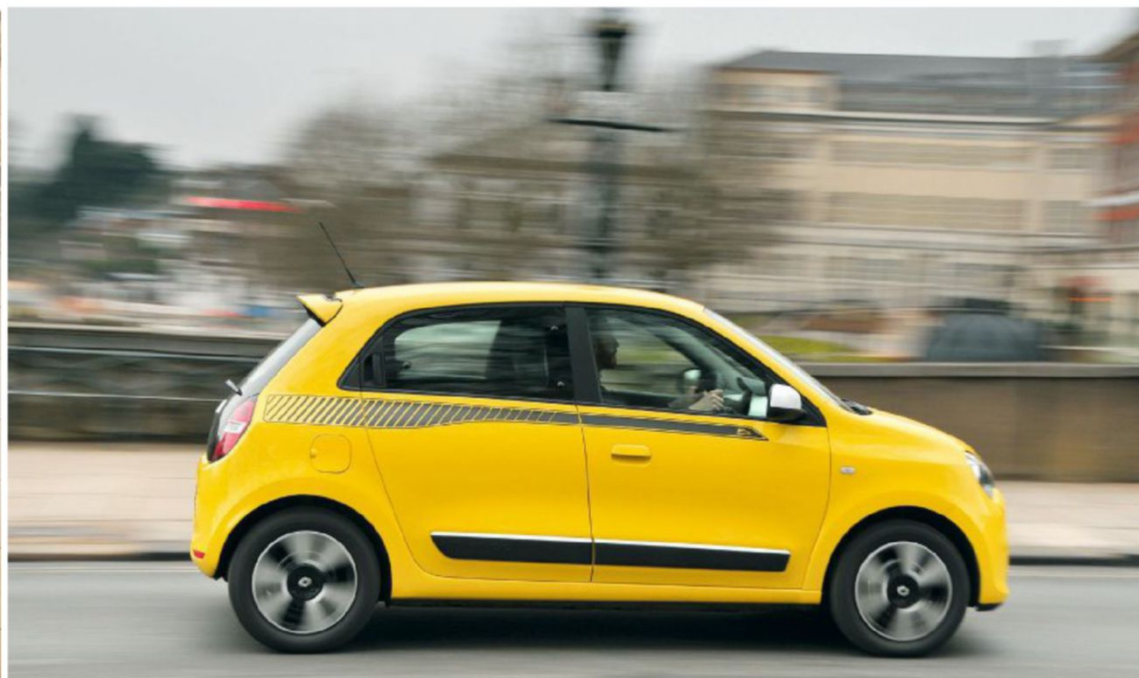
Matt Burt



Matt Prior



Hilton Holloway



Snub-nosed Twingo turns heads with its bright Inca Yellow non-metallic paintwork and optional retro decals along its sides



Smartphones connect easily via an app



Leather steering wheel is a £75 option



It's agile in town and white trim lifts the cabin, but engine vibrations intrude at idle

front of the car there's a bonnet that covers the battery, oil filler and washer fluid container and that's about it. All the mechanicals are at the back of the car, under the boot floor.

So how does this work on a day-to-day basis? Time will tell, but first impressions are good. Fears of the boot being so small that it would be almost unusable have proved to be unfounded. The boot offers 219 litres, which is less than that of the Hyundai i10 and Volkswagen Up but it's still a decent size. There's no lip to get in the way of loading heavier items, the rear seats can be folded and the front passenger seat can fold flat, allowing the transportation of longer items, so the little Twingo should prove to be quite practical.

One area where it could be beaten

by the competition is performance. Our car, the 1.0 S&C 70, comes with a 1.0-litre three-cylinder petrol engine that produces 69bhp and can 'power' the Twingo from 0-60mph in 14.5sec.

We haven't tried any motorway miles yet, but if urban driving is anything to go by, the engine will have to be worked hard in order to keep up with faster traffic. It's fine for town use, although the notchy five-speed gearbox, vague clutch and lack of a footrest by the clutch pedal could prove tiresome.

The Twingo isn't as refined as the competition and at idle there's a lot of vibration through the cabin. That's frustrating, because the car will spend a lot of its life sitting in commuter traffic.

Where the car really excels is with its turning circle. Moving the engine to the back of the car means that the front

wheels can turn more than on a front-engined car. Small car parks aren't a bother at all and turns in the road are handled very quickly indeed.

Is there anything we'd change? Just the registration number. The car attracts enough attention as it is.

matthew.burrow@haymarket.com

Renault Twingo 1.0 S&C 70 Play

Price £9995 **Price as tested** £10,735 **Options**

Inca Yellow non-metallic paint £250, retro side decal £150, premium audio system with electrically adjustable and heated door mirrors £150, exterior Touch Pack in white £100, leather steering wheel £75, storage pockets in rear doors £20, storage areas under rear seats £20 **Economy** 62.8mpg (combined) **Faults** None **Expenses** None



TURNING CIRCLE

A tiny 8.6m turning circle makes the navigation of urban environments a doddle.



INTERIOR STYLING

Stylish white touches lift what could otherwise be quite a dull cabin.



FIVE-DOOR SHAPE

The addition of two rear doors boosts the Twingo's everyday practicality.

LOVE IT LOATHE IT



BOOT OPENING

Why is the button to open the boot just above the number plate? It will get incredibly dirty there.



DIGITAL SPEEDOMETER

The analogue part of the speedo is in mph but the digital part will show km/h only. Distracting.

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Volvo V60

Mileage | 7223 This relaxing long-haul companion can achieve impressive fuel economy

I had a couple of months away from the long-striding Volvo while it was in the hands of outgoing Autocar editor Chas Hallett but, luckily, it returned in time for Christmas and the new year.

I say 'luckily' because I had quite a lot of motorway miles to cover. The first leg was a 225-mile jaunt up the M40 and M6 to central Lancashire.

The V60 is capable of returning some truly amazing fuel economy in the right conditions but, on this trip to Lancashire, heavy traffic and the need to use the torque to get around dawdling lane-hoggers meant a brim-to-brim fill-up registered a micron under 50mpg.

That's not bad at all for a big, automatic, diesel executive car, but I managed the same, on the same run, in a current petrol-fired 1.4 TSI Skoda Octavia. Okay, the Octavia is a much



Ruts can test V60's ground clearance

more spartan machine, but it's an interesting comparison in these days of the demonisation of diesel engines.

The return leg of my journey involved an overnight stop in the capital before continuing to the south coast in Hampshire. Getting the Christmas luggage of three adults in the V60's boot was a bit of a squeeze and it made me realise why the XC60 is Volvo's best-selling model. Family life demands the boot space.

Despite a couple of long driving days, the V60 left me perfectly relaxed, which is what these cars are about. However, we came a little unstuck when trying to traverse an extensively potted driveway. The V60's CO₂-friendly low-rider suspension was unimpressed and grounding the car's plastic undertray was impossible to avoid.

More recently, a free-flowing return evening trip along the M40 from central London to rural Oxfordshire showed just how economical the V60 can be. According to the on-board computer, the V60 managed nearly 60mpg, whereas the following morning's commute in south-west London hardly cracked 30mpg. This car is at its best on the open road.

hilton.holloway@haymarket.com

Volvo V60 D4 Geartronic SE Lux Nav

Price £33,245 **Price as tested** £36,370

Economy 44.4mpg **Faults** Squeaking mirrors when auto-folding **Expenses** None

Last seen 21.1.15



Honda Civic Tourer

Mileage 16,450

Not long now and the Civic will be on its way back to Honda, probably to be put on display in a museum or something, alongside some old Formula 1 cars and MotoGP bikes. In the meantime, it has become apparent just how much of a 'fit and forget' item the

Tourer has become in my life. That's not to be disparaging in any way. On the contrary, the combination of easy driveability, practicality and fuel economy continually makes it my default choice despite the almost daily offer of far more exciting cars to drive.

Affection aside, the mucky winter

roads mean the Civic is spending much of its time in need of a good wash, so to offset the embarrassment of rolling around in a dirty motor, I spent a couple of hours the other day detail cleaning the interior. Given that the car often has a messy toddler aboard and was filled almost to the window line with sand on a camping trip to France last summer, the cabin cleans up a treat. I know it's less than a year old, but save for a couple of marks on the door cards and around the gearlever, it came up like new. Even the leather on the back of the passenger seat, which gets an almost daily kicking from my daughter, remains unmarked.

Speaking of washing, you may remember reading about the Civic's untethered windscreen wash filler cap, which I've once had to fish out from the depths of the engine bay. I opened the bonnet the other day to find that it has gone entirely. I'm guessing that someone else (yes, I do let other people drive the car occasionally) either dropped it like I did but was unable to retrieve it before having to carry on

with their journey, or didn't secure it properly. Either way, it's gone, so until I've got a new one, I can only fill the washer bottle about a quarter full or the fluid sloshes out under braking. Which means, in the murky depths of winter, I'm forever topping up the screenwash. Oh well.

tim.dickson@haymarket.com

Honda Civic Tourer 1.6 i-DTEC EX Plus

Price £27,460 **Price as tested** £27,960

Economy 59.9mpg **Faults** Air intake sensor (replaced under warranty)

Expenses Service £229 **Last seen** 21.1.15



Screenwash needs frequent top-ups

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Citroën C4 Cactus

Mileage | 1091 Is the Citroën's diminutive engine powerful enough for those who often venture onto the motorway?

Fitting 'downsized' engines is one way that many manufacturers have set about improving the efficiency of their cars. It's a sensible and understandable play: you cut the displacement and the number of pistons, which reduces friction and weight while lowering pumping and thermal losses. This all works to boost the engine's efficiency, as well as offering extra benefits – such as a more compact engine that's easier to package into a car, potentially resulting in aerodynamic improvements.

The resulting engine may not be hugely powerful, but if it's in a light car, it doesn't need to be. If higher outputs are needed, though, turbocharging can be used to increase the engine's power density – the ratio of its output to its displacement – considerably. Turbocharging can also offer efficiency gains, harvesting waste energy from the exhaust system and using it to increase the amount of air – and thus oxygen – fed to each cylinder. This makes it more likely that the engine will burn all the supplied fuel in its combustion cycles, cutting emissions and consumption.

This 1.2's turbo adds 28bhp and a healthy 64lb ft



Downsized turbocharged engines, then, typically pull off the neat trick of offering lots of power with impressive claimed fuel economy and CO₂ figures. Some are even reputed to offer similar performance to that of naturally aspirated engines which are almost twice their displacement.

My Cactus is one such recipient of this type of engine. Tucked away behind its distinctive nose is a compact three-cylinder unit that displaces a mere 1.2 litres. Bolstering its output is a single turbocharger, which crams enough air down its throat to produce 109bhp and 151lb ft. For comparison, the naturally aspirated version of this engine makes 81bhp and 87lb ft.

That's a significant difference of 28bhp and 64lb ft. This grants some obvious performance benefits: a faster

0-62mph of 9.3sec versus 12.9sec, for one. Where the difference is really made, however, is in terms of in-gear acceleration. Settle into a top-gear, 70mph motorway cruise in the naturally aspirated one and, if you stand on the throttle, little will happen. Slowly, the needle will start to climb, but by that point, whatever advantage you might have hoped to exploit will be gone.

The turbocharged one, on the other hand, transpires to be a much keener, more flexible alternative. Its responses are eager, even at higher speeds, and fewer gearchanges are required around town because it's happy to lope along at lower crank speeds and then pull from there on. Even overtaking manoeuvres can be completed quite swiftly and safely, although obviously they require a little more consideration

than they would in a more powerful car. Regardless, I've been impressed by the triple in my Cactus so far, because it has rarely left me wanting.

Downsized engines do seem to suffer from some negative fuel economy traits, though. They may manage to return higher claimed average figures than larger-displacement engines under test conditions, but it's an achievement that's hard for many drivers to repeat in the real world. This is particularly true if all you're doing is commuting on the motorway, where the little downsized engine will be hammering away to maintain the higher speeds, whereas a larger engine would just be ticking along.

My Citroën is a case in point. It's claimed to return an average of 60.1mpg, which seems feasible given its powerplant and comparatively low kerb weight of 1190kg. So far the trip computer is indicating average economy in the high 30s, though. We'll have more precise, calculated figures once we have run a few full tanks of fuel through it.

It's not a deal-breaker, though, and I'm sure the figures seen so far will be relatively easy to improve upon, but it's worth bearing in mind if you're buying for outright economy. As the saying goes, your mileage may vary.

lewis.kingston@haymarket.com



Trip readout shows high 30s to a gallon

Citroën C4 Cactus
110 PureTech S&S Flair

Price £17,290 **Price as tested** £19,060
Economy 36.1mpg **Faults** None
Expenses None **Last seen** 11.2.15

DEALS

Bargain new
and used motors



How much Mini for £4500?

That will buy a Sport Pack on a new Mini One, but **James Ruppert** prefers a whole used Mini instead

The other day, I was intrigued to discover that Mini – or maybe Mini owner BMW – made the point that its new Sport Pack not only adds style to its cars but also boosts residual values. I presume that this is a call to all fleet managers to spec their Minis accordingly.

Available on all models, the Sport Pack adds the likes of bonnet stripes, sport suspension, 17in Track Spoke alloy wheels in silver or black, a John Cooper Works steering wheel (with cruise and multi-function controls) and a John Cooper Works spoiler.

Specifying Sport Pack can add up to 25% to residual values, apparently. Mini qualifies this by pointing out that this estimate is based on Mini Financial

Services figures and applicable to a Mini One three-door model. It sounds a lot, but the boggo uplift is probably correct. However, on a Mini One, the Sport Pack will set you back a fairly steep £4500.

Of course, you can't actually compare a brand-new Mini with one that is a few generations old, but some of us might just think that £4500 could buy an awful lot of older Mini. Well, as we have pointed out for some time, old used Minis are just like any other old used car: troublesome.

Before we get to that, what does £4500 buy you? Incredibly, you can get a 2006 Mini One Convertible that looks as though it has been cared for. Then again, a reasonable-mileage 2004 Cooper S is easy enough to find at this



Sport Pack or used cabrio: tough call...

level. There are also Cooper Park Lanes with leather and everything. You'll find some overpriced Coopers at some dealers who are looking to make their money on the finance. Often the ones you need to find are the privately owned examples that have been properly doted on and maintained by dealers. According to my mate with the Mini spanners, a lot of second and third keepers aren't keeping on top of the basics.

My mate with the Mini spanners says a lot of second and third owners aren't keeping on top of the basics



P66 James Rupert
Used car expert



P68 Lewis Kingston
Deals expert



P70 Nic Cackett
Data expert

Spend £4500 and you can pick up a decent 10-year-old Mini

BANGERNOMICS BEST BUYS



READER'S CAR: LANCIA THEMA

Darragh McKenna has done what we all say we will do at some point, and that's buy a Lancia. His car is a 1993 Thema 2.0 16V Turbo LS that has done 67,390 miles and lives in Ireland. That explains why Darragh paid a reasonable €950 (about £730). Apparently, the Thema was left to rot in a driveway for seven years, so the paint and trim have seen better days. The only issue is the central locking, which doesn't work, but it is an old Italian and if that's the only problem, it really isn't a problem.

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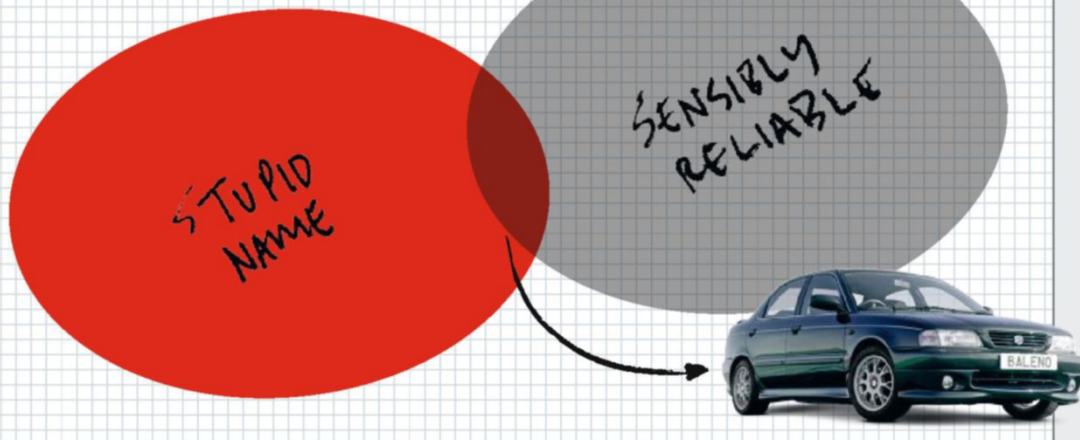
WHAT CAUGHT MY EYE THIS WEEK: LAND ROVER DEFENDER

I found myself looking at a weird white 1993 Defender 110 with two doors, two seats, roll cage and tent on the roof. It's £7500 and I want it.



USED CAR DILEMMA: SUZUKI BALENO

Throw in 'cheap', too, and you'll still find a lot of contenders, but nothing is more deserving than the Suzuki Baleno. Never badly equipped, it came in hatch, saloon and estate flavours. It's reassuringly dull and the ride is iffy, but it will get you there.



Alternators fail after a decade, and that's more than £500 to fix, while central locking that doesn't function any more is another £500. The brakes, suspension, exhaust and boot lock will need to be sorted out to get an older Mini roadworthy or at least through the MOT test, and none of that is simple or cheap.

So never mind about paying for a Sport Pack on top of the asking price: it's £4500 for a decent 10-year-old Mini. Either that, or go down the monthly rental route, where everything starts at £199 a month. Oh, and you only have to put about £2000 down. You can understand why those who don't want the sort of hassle that those of us rather enjoy do it. That explains the residual value point, too.

Five-pot fun for £5k

Why have four cylinders when you can thrive on five? **Lewis Kingston** looks at a cross-section of interesting cars with five-pot engines that can be had for £5000 or less

1 Ford Focus ST 2006-2010

This is a real treat. It's fast, sounds great, is easy to live with and is immensely capable across country. Power comes from a Volvo-sourced 2.5-litre turbocharged engine that produces 225bhp and 236lb ft, allowing for a 0-60mph time of

6.5sec. For £5000, you'll be able to pick up an early 2006 or 2007 example with about 70,000 miles on the clock. Beware of cars with lumpy idle or 'invisible' coolant leaks, because that can indicate cracked cylinder liners.

2



Mercedes-Benz 300D 1976-1985

It's a luxury saloon, with a three-pointed star perched proudly on its prow, from an era when the company majored on remarkable quality and engineering. More prominently, besides the W123 generation of 300D looking quietly imperious in the way that only German saloons can, it was offered with

Mercedes-Benz's OM617 five-cylinder diesel. This engine isn't a powerhouse, by any stretch, but it'll simply soldier on forever. Cockroaches and cars running OM617s: that's all that will be left in a post-Armageddon world. Consequently, mileage is almost irrelevant, so just buy on condition.

Volvo 850 T-5R 1995-1996

Most of the T-5Rs for sale might be a lairy colour, and they look like they were designed using just a set square, but don't doubt this high-performance Volvo estate. Under the bonnet lies a 2.3-litre five-cylinder engine that, in standard form, churns out 242bhp and 258lb ft.

That allows this subtle-looking front-wheel-drive Volvo to sprint to 60mph in about six seconds. The engine can make much more with a few tweaks, too. The T5-R was sold in limited numbers, but patience will secure a low-mileage one within budget.

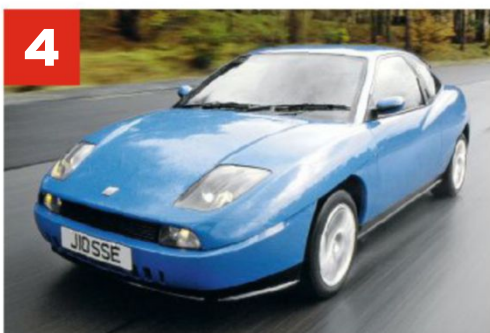
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4



Fiat Coupé 20v Turbo 1996-2000

You might immediately think 'trouble' and 'bankruptcy' but, if you buy a good example, Fiat's sleek Coupé should prove an enjoyable car to own. Its 2.0-litre five-cylinder engine puts out a stout 220bhp and the flighty Fiat can sprint from zero to 60mph in as little as 6.3sec. The cambelt needs changing every 72,000 miles or six years, if not sooner, so check that it has been done and make sure the car comes with the red 'master' key. You'll get a beautiful example for £5k and, if cared for, it shouldn't depreciate.

Land Rover Discovery TD5 1998-2004

The turbocharged 2.5-litre TD5 diesel engine may not sound all that great, but it's a good choice in a Discovery, producing plenty of low-end torque. It's an improvement on the older 300 TDi, too, albeit a more complicated, occasionally finicky one. Maintain it properly and it should soldier on without undue grief, though. For £5000, you'll get a lovely, high-spec Discovery from 2003 with about 80,000 miles on the clock – ideal for towing or off-roading.

5



6



Audi Coupé quattro 1984-1988

"No, it doesn't have a turbo" might be something you have to get used to saying if you buy one of these. It's not the fabled Ur-Quattro, after all, but it's still a fine piece of five-cylinder machinery – and it'll cost you a fraction of the price. Your £5000 will buy a stunning example with less than 80,000 miles, as opposed to £15k-£20k for a Quattro. The atmo 2.2-litre engine puts out 134bhp, allowing for 0-62mph in 8.8sec. Don't buy a tatty one, mind, because parts can be difficult to find and corrosion hard to battle.

NEW CARS A-Z

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Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In Esseesse trim it's great fun to drive				
1.4 T-Jet	£14205	133	155	26
500 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car				
1.4 16v Turbo T-Jet	£16005	133	155	27
PUNTO 5dr hatch Scorpion-badged Punto is fun, but not the most focused hot hatch				
1.4 Turbo M'Air	£16857	161	142	30
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB TwinAir 105 Distinctive	£16070	103	98	13
0.9 TB Twinair 105 Sprint	£14870	103	99	13
0.9 TB TwinAir 105 OV Line	£16820	103	98	13
1.4 140 M'air TCT Distinctive	£17620	138	124	19
1.4 140 M'air TCT OV Line	£18370	138	124	20
1.4 170 M'Air O'verde	£20210	168	139	26
1.3 JTDm-2 85 Distinctive	£15415	94	90	11
1.3 JTDm-2 85 Distinctive	£16655	94	90	11
1.6 JTDm-2 120 0'live S-S	£17820	118	114	19
1.6 JTDm-2 120 0V Line	£18570	118	114	20
GIULIETTA 5dr hatch Stylish, rewarding family hatch. A new era for Alfa				
2.0 JTDm 175 Excl. TCT	£25630	148	110	20
2.0 JTDm 175 Sportiva Nav TCT	£27380	148	110	20
1.4 TB 120 Progression	£18240	118	149	16
1.4 TB 120 Distinctive	£19490	118	149	16
1.4 TB Multiair 170 Distictive	£20990	168	134	23
1.4 TB Multiair 170 Excl.	£22740	168	134	23
1.4 TB Multir 170 Ex'ive TCT	£24035	168	121	23
1.4 TB Multir 170 Sportiva N	£24490	168	134	23
1.4 TB Mult'r 170 Spva Nav TCT	£25785	168	121	23
1.6 JDTm 105 Progression	£19170	103	114	16
1.6 JDTm 105 Distinctive	£20420	103	114	16
1.6 JDTm 105 Excl.	£22170	103	114	16
2.0 JTDm 150 Distinctive	£21720	148	110	20
2.0 JTDm 150 Excl.	£23470	148	110	20
2.0 JTDm 150 Sportiva Nav	£25220	148	110	20
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles				
1.75T	£45000	237	-	50
ALPINA				
B3 2dr coupé Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£51350	394	224	-
B3 4dr saloon Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£50350	394	224	-
B3 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3.				
3.0 S Biturbo	£56450	394	225	-
B3 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3.				
3.0 S Biturbo	£51350	394	225	-
B5 4dr saloon Huge pace, but let down by uninvolved dynamics				
85 Biturbo	£71950	507	252	-
85 Biturbo	£71950	500	252	-
B5 TOURING 5dr estate Huge pace, but let down by uninvolved dynamics				
85 Biturbo	£71950	500	255	-
B7 4dr saloon Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	£95850	500	282	-
4.4 V8 Switch-tronic LWB	£98850	500	282	-
D3 4dr saloon Precise dynamics with added Alpina kudos and a great engine				
3.0D Biturbo	£46950	345	139	50
D5 4dr saloon Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	£55950	340	155	-
XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable				
3.0 XD3	£54950	345	-	49
ARIEL				
ATOM 0dr open Superbike fast track mentalism. As exhilarating as cars get				
245	£29321	245	-	-
300	£34319	300	-	-
V8				
ASTON MARTIN				
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming				
5.9 V12 S	£149995	550	355	-
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8 N420	£96995	420	328	-
4.7 V8	£84995	420	299	-
4.7 V8 S	£99995	430	299	-
5.9 V12	£135000	510	388	-
5.9 V12 S	£138000	565	388	50
VANTAGE ROADSTER 2dr open Drop-top suits the Vantage's relaxed nature				
4.7 V8	£98995	420	299	-
4.7 V8 S	£110700	430	299	-
5.9 V12	£150000	510	388	-
DB9 VOLANTE 2dr open Facelift a big improvement dynamically				
5.9 V12	£141995	470	333	-
DB9 2dr coupé Enchanting looks, but ride is choppy. Manual the best				
5.9 V12	£131995	470	333	-
VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too				
5.9 V12	£189995	565	335	-
AUDI				
A1 3dr hatch Audi's answer to the Mini. Fun and refined				
1.2 TFSI 86 S line Style Edit	£18450	84	118	12
1.4 TFSI 122 S line Style Edit	£18860	121	124	18
1.6 TDI 105 S line Style Edit	£19510	103	99	16
1.2 TFSI 86 SE	£14115	84	118	9
1.2 TFSI 86 Sport	£15955	84	118	9
1.2 TFSI 86 S line	£17500	84	118	9
1.4 TFSI 122 Sport	£16365	121	124	15
1.4 TFSI 122 Sport auto	£17815	121	119	15
1.4 TFSI 122 S line	£17910	121	124	16
1.4 TFSI 122 S line auto	£19360	121	122	16
1.4 TFSI 140 Sport ACT	£17215	138	109	21
1.4 TFSI 140 S line ACT	£18760	138	109	21
1.4 TFSI 140 Black Edition ACT	£20010	138	109	22
1.4 TFSI 185 S line auto	£21420	182	139	28
1.4 TFSI 185 Black Edition aut	£22670	121	139	28
2.0 TFSI 231 S1	£25380	228	162	33
1.6 TDI 105 SE	£15175	103	99	14
1.6 TDI 105 Sport	£17015	103	99	14
1.6 TDI 105 S line	£18560	103	99	15
2.0 TDI 143 Sport	£18640	141	108	21
2.0 TDI 143 S line	£20185	141	108	21
2.0 TDI 143 Black Edition	£21435	141	108	21
A1 5dr sportback Rear doors add convenience to an attractive package				
1.2 TFSI 86 S line Style Edit	£19070	84	118	12
1.4 TFSI 122 S line Style Edit	£19480	121	126	18
1.4 TFSI 140 Black Edition ACT	£20630	138	113	22
1.4 TFSI 140 S line ACT	£19380	138	113	21
1.4 TFSI 140 Sport ACT	£17835	138	109	21
1.4 TFSI 185 Black Edition	£23290	182	139	29
1.6 TDI 105 S line Style Edit	£20130	103	99	16
2.0 TDI 143 Black Edition	£22055	141	108	22
1.2 TFSI 86 SE	£14735	84	118	9
1.2 TFSI 86 Sport	£16575	84	118	9
1.2 TFSI 86 S line	£16250	84	118	9
1.4 TFSI 122 Sport	£16985	121	126	15
1.4 TFSI 122 S line	£18530	121	126	16
1.4 TFSI 185 S line	£22040	182	139	28
2.0 TFSI 231 S1	£26110	228	166	33
1.6 TDI 105 SE	£15795	103	99	14
1.6 TDI 105 Sport	£17635	103	99	14
1.6 TDI 105 S line	£19180	103	99	15
2.0 TDI 143 Sport	£19260	141	108	21
2.0 TDI 143 S line	£20805	141	108	21
A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf				
1.2 TFSI 110 SE	£18575	108	114	14
2.0 TDI 184 quattro S line	£29905	148	124	26
2.0 TDI 184 quattro Sport	£27755	148	124	26
2.0 TDI 184 S line	£26995	148	108	28
2.0 TDI 184 Sport	£24845	148	108	27
2.0 TFSI 300 quattro S3	£30940	296	162	36
1.2 TFSI 110 Sport	£19975	108	114	14
1.2 TFSI 110 S line	£22125	108	114	15
1.4 TFSI 125 SE	£19875	123	117	16
1.4 TFSI 125 Sport	£21275	123	117	16
1.4 TFSI 125 S line	£23425	123	117	16
1.4 TFSI 150 SE ACT	£20725	148	109	21
1.4 TFSI 150 Sport ACT	£22125	148	109	21
1.4 TFSI 150 S line ACT	£24275	148	109	21
1.8 TFSI 180 Sport	£23905	178	135	23
1.8 TFSI 180 quattro Sport	£26830	178	149	25
1.8 TFSI 180 S line	£26055	178	135	24
1.8 TFSI 180 quattro S line	£28980	178	149	25
1.6 TDI 110 SE	£20825	108	99	15
1.6 TDI 110 Sport	£22225	108	99	15
1.6 TDI 110 S line	£24375	108	99	16
2.0 TDI 150 SE	£22175	148	106	21
2.0 TDI 150 Sport	£23575	148	106	21
2.0 TDI 150 S line	£25725	148	106	21
A3 4dr saloon All the A3's standard attributes in a saloon body. S3 great looking				
1.4 TFSI 150 SE ACT Sport	£23295	148	109	21
1.6 TDI 110 S line	£25545	108	99	16
1.8 TFSI 180 quattro S line	£30150	178	149	25
1.8 TFSI 180 quattro Sport	£28000	178	149	25
1.8 TFSI 180 Sport	£25075	178	135	23
2.0 300 quattro S3	£33540	296	162	36
2.0 TDI 150 Sport	£24745	148	105	21
1.4 TFSI 150 ACT S line	£25445	148	109	21
1.8 TFSI 180 S line	£27225	178	135	24
1.6 TDI 110 Sport	£23395	108	99	15
2.0 TDI 150 S line	£26895	148	105	21
A3 5dr sportback Classy interior, stable handling and good engines. Second only to the Golf				
1.4 TFSI 125 S line	£24045	123	117	16
1.4 TFSI 125 Sport	£21895	123	117	16
1.8 TFSI 180 quattro S line	£29600	178	149	25
1.8 TFSI 180 S line	£26675	178	135	24
1.8 TFSI 180 Sport	£24525	178	135	23
2.0 TDI 150 S line	£26345	148	106	21
2.0 TDI 150 SE	£22795	148	106	21
2.0 TDI 150 Sport	£24195	148	106	21
2.0 TDI 184 quattro S line	£30525	175	124	26
2.0 TFSI 300 quattro S3	£31560	296	162	36
1.2 TFSI 110 SE	£19195	108	114	14
1.2 TFSI 110 Sport	£20595	108	114	14
1.2 TFSI 110 S line	£22745	108	114	15
1.4 TFSI 125 SE	£20495	123	117	16
1.4 TFSI 150 SE ACT	£21345	148	109	21
1.4 TFSI 150 Sport ACT	£22745	148	109	21
1.4 TFSI 150 S line ACT	£24895	148	109	21
1.8 TFSI 180 quattro Sport	£27450	178	149	25
1.6 TDI 110 SE	£21445	108	99	16
1.6 TDI 110 Sport	£22845	108	99	15
1.6 TDI 110 S line	£24995	108	99	17
2.0 TDI 184 Sport	£25465	175	120	27
2.0 TDI 184 quattro Sport	£28375	175	124	26
2.0 TDI 184 S line	£27615	175	120	28
A3 CABRIOLET 2dr open A measured success, but the usual sacrifices make it fun free				
1.4 TFSI 150 S line	£29635	148	114	23
1.4 TFSI 150 SE	£26085	148	114	22
1.4 TFSI 150 Sport	£27485	148	114	23
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31085	148	110	25
2.0 TDI 150 SE	£27535	148	110	25
2.0 TDI 150 Sport	£28935	148	110	25
1.8 TFSI 180 Sport	£29265	178	149	25
1.8 TFSI 180 quattro Sport	£32225	178	154	29
1.8 TFSI 180 S line	£31415	178	131	27
1.8 TFSI 180 quattro S line	£34375	178	154	32
1.6 TDI 110 SE	£26185	108	104	17
1.6 TDI 110 Sport	£27585	108	104	17
1.6 TDI 110 S line	£29735	108	104	20
A4 4dr saloon Highly competent and quality laden; leaves the dynamic finesse to its rivals				
1.4 TFSI 150 S line	£29635	148	114	23
1.4 TFSI 150 SE	£26085	148	114	22
1.4 TFSI 150 Sport	£27485	148	114	23
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31085	148	110	25
2.0 TDI 150 SE	£27535	148	110	25
2.0 TDI 150 Sport	£28935	148	110	25
1.8 TFSI 180 Sport	£29265	178	149	25
1.8 TFSI 180 quattro Sport	£32225	178	154	29
1.8 TFSI 180 S line	£31415	178	131	27
1.8 TFSI 180 quattro S line	£34375	178	154	32
1.6 TDI 110 SE	£26185	108	104	17
1.6 TDI 110 Sport	£27585	108	104	17
1.6 TDI 110 S line	£29735	108	104	20
A4 4dr saloon Highly competent and quality laden; leaves the dynamic finesse to its rivals				
1.4 TFSI 150 S line	£29635	148	114	23
1.4 TFSI 150 SE	£26085	148	114	22
1.4 TFSI 150 Sport	£27485	148	114	23
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31085	148	110	25
2.0 TDI 150 SE	£27535	148	110	25
2.0 TDI 150 Sport	£28935	148	110	25
1.8 TFSI 180 Sport	£29265	178	149	25
1.8 TFSI 180 quattro Sport	£32225	178	154	29
1.8 TFSI 180 S line	£31415	178	131	27
1.8 TFSI 180 quattro S line	£34375	178	154	32
1.6 TDI 110 SE	£26185	108	104	17
1.6 TDI 110 Sport	£27585	108	104	17
1.6 TDI 110 S line	£29735	108	104	20
A4 4dr saloon Highly competent and quality laden; leaves the dynamic finesse to its rivals				
1.4 TFSI 150 S line	£29635	148	114	23
1.4 TFSI 150 SE	£26085	148	114	22
1.4 TFSI 150 Sport	£27485	148	114	23
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31085			

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 177 quattro S line	£35715	175	134	28
2.0 TDI 177 quattro Black Ed	£36790	175	134	29
3.0 TDI 204 S line	£37660	201	129	30
3.0 TDI 204 Black Edition	£38735	201	129	30
3.0 TDI 245 quattro S line	£41185	242	149	35
3.0 TDI 245 quattro Black Ed	£42260	242	149	35
A5 CABRIOLET 2dr open Appealing, Lower-powered, steel-sprung trim's best				
1.8 TFSI 170 S line	£35570	168	143	29
1.8 TFSI 170 S line Special Ed	£36695	168	143	29
2.0 TDI 150 S line	£37395	148	124	27
2.0 TDI 150 S line Special Ed	£38520	148	124	27
2.0 TDI 150 SE	£34145	148	124	27
2.0 TDI 177 S line Special Ed	£38950	175	127	30
2.0 TFSI 225 quattro S line	£41745	222	159	37
2.0 TFSI 225 quattro S line Sp	£42870	222	159	37
2.0 TFSI 225 quattro SE	£38495	222	159	37
2.0 TFSI 225 S line	£38045	222	148	36
2.0 TFSI 225 S line Special Ed	£39830	222	148	36
2.0 TFSI 225 SE	£35455	222	148	35
3.0 TDI 204 S line Special Ed	£42680	201	138	34
3.0 TDI 245 quattro S line Spe	£46110	242	154	40
1.8 TFSI 170 SE	£32320	168	143	28
2.0 TFSI 333 S5	£46770	328	142	41
4.2 V8 RS5	£69505	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	34
3.0 TDI 245 quattro S line	£44985	242	154	39
A6 4dr saloon The best sprung Audi saloon, and one of the most appealing full stop				
3.0 BITDI 320 quattro Black Ed	£50750	316	164	44
3.0 BITDI 320 quattro S line	£48575	316	159	43
3.0 TDI 218 Black Edition	£42720	215	127	35
3.0 TDI 218 quattro Black Ed	£44480	215	138	40
3.0 TDI 218 quattro S line	£42305	215	133	39
3.0 TDI 218 quattro SE	£39855	215	133	39
3.0 TDI 272 quattro Black Ed	£46040	268	138	42
4.0 TFSI 450 S6	£56000	429	214	42
2.0 TDI 190 Ultra SE	£31955	187	113	32
2.0 TDI 190 Ultra S line	£34405	187	114	33
2.0 TDI 190 Ultra Black Ed	£36580	187	119	33
3.0 TDI 218 SE	£38095	215	122	34
3.0 TDI 218 S line	£40545	215	122	34
3.0 TDI 272 quattro SE	£41415	268	133	41
3.0 TDI 272 quattro S line	£43865	268	133	41
3.0 BITDI 320 quattro SE	£48125	316	164	43
A6 AVANT 5dr estate A capable sports buster, BITDI a giant killer				
3.0 BITDI 320 quattro Black Ed	£52860	316	169	44
3.0 BITDI 320 quattro S line	£50575	316	164	43
3.0 TDI 218 Black Edition	£44720	215	130	35
3.0 TDI 218 quattro Black Ed	£46495	215	144	40
3.0 TDI 218 quattro S line	£44305	215	138	39
3.0 TDI 218 quattro SE	£41855	215	138	39
3.0 TDI 272 quattro Black Ed	£48055	268	144	42
4.0 TFSI 560 RS6	£77995	552	223	50
4.0 TFSI 450 S6	£58000	429	217	42
2.0 TDI 190 Ultra SE	£33955	187	118	32
2.0 TDI 190 Ultra S line	£36405	187	119	33
2.0 TDI 190 Ultra Black Ed	£38580	187	124	33
3.0 TDI 218 SE £40095 215 125 34				
3.0 TDI 218 S line	£42545	215	125	35
3.0 TDI 272 quattro SE	£43415	268	138	41
3.0 TDI 272 quattro S line	£45865	268	138	41
3.0 BITDI 320 quattro SE	£48125	316	164	43
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more pricey				
3.0 TDI 204 quattro	£43810	201	159	31
3.0 TDI 245 quattro	£45350	241	165	36
3.0 BITDI 313 quattro	£50115	308	176	41
A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and power				
3.0 BITDI 313 quattro Black Ed	£56800	309	166	42
3.0 BITDI 313 quattro S line	£54450	309	166	42
3.0 BITDI 313 quattro SE	£52660	309	166	42
3.0 TDI 204	£41175	201	135	33
3.0 TDI 204 quattro Black Ed	£50585	201	152	36
3.0 TDI 204 quattro S line	£48235	201	152	36
3.0 TDI 204 quattro SE	£46445	201	152	35
3.0 TDI 245 quattro Black Ed	£53155	242	156	41
3.0 TFSI 310 quattro Black Ed	£53260	296	190	41
3.0 TFSI 310 quattro S line	£49120	296	190	40
3.0 TFSI 310 quattro SE	£50910	296	190	41
4.0 TFSI RS7	£62345	414	225	43
4.0 TFSI RS7	£83515	552	229	47
3.0 TDI 204 SE	£44765	201	135	33
3.0 TDI 204 S line	£46555	201	135	34
3.0 TDI 245 SE quattro	£49015	242	156	40
3.0 TDI 245 S line quattro	£50805	242	156	41

AUTOCAR TOP FIVES

Mid-size execs



1 Jaguar XF From £29,000
The XF is a sublime executive saloon with style in spades and the car that best embodies Jaguar in the 21st century. ★★★★★



2 BMW 5 Series From £31,000
Dynamically there have been better Fives, but the current car is a superbly well-rounded prospect for ownership. ★★★★★



3 Mercedes-Benz E-Class From £32,000
The latest E-Class is a return to Mercedes' core values. It rides softly, is beautifully refined and church-door solid. ★★★★★



4 Audi A6 From £32,000
Spec the A6 right and you'll get the class's finest interior in Audi's best-riding car. Bi-turbo TDI is also splendid. ★★★★★



5 Lexus GS From £31,000
Simultaneously hobbled and enhanced by pricey hybrid set-up. Fast and refined, but economy is harder to harness. ★★★★★

This price includes Audi Music Interface, 16" alloy wheels and Sports suspension. And an Audi to call yours.

Audi Vorsprung durch Technik



*At the end of the Contract Hire agreement the vehicle will be returned to Audi Finance. *Plus VAT and initial rental. Business users only. Based on Audi A1 Sportback Sport 1.6 TDI 116PS S-speed manual. Based on 3 years, 10,000 mile per annum Contract Hire agreement with an initial rental of £1,314.00. 6.0p (plus VAT) excess mileage charges apply. Offer available for orders before 31 March 2015 and delivered by 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at a rate of 20%. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [February 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group			
325d SE	£32005	215	134	35	420d xDrive M Sport	£36295	181	129	29	520d M Sport	£35165	181	124	34	CATERHAM							
328i SE	£31105	242	159	35	425d SE	£34730	215	131	33	525d SE	£36980	215	129	39	SEVEN 2dr open	Found for pound, still the most compelling way to spend five figures	★★★★★	1.6 HDi 90 VTR	£16355	91	104	15
328i Sport	£32105	242	159	34	425d Sport	£36230	215	131	34	525d Luxury	£39910	215	134	40		★★★★★	1.6 HDi 90 VTR+	£18105	91	104	16	
330d xDrive SE	£36920	255	142	40	430d Sport	£37230	215	131	34	525d M Sport	£39910	215	139	40		★★★★★	1.6 e-HDi 115 VTR+	£18965	110	97	18	
335d xDrive Luxury	£42320	309	148	43	430d M Sport	£37730	215	135	34	530d SE	£41455	241	134	43		★★★★★	1.6 e-HDi 115 Excl.	£20365	110	100	18	
335d xDrive M Sport	£42820	309	148	43	435d Sport	£37615	255	129	40	530d M Sport	£44270	241	144	43		★★★★★	2.0 HDi 150 Excl.	£21185	148	130	23	
335i Luxury	£39060	302	189	37	435d M Sport	£41245	255	137	40	535d M Sport	£48920	308	143	45		★★★★★	C4 CACTUS 5dr hatch	Interesting and novel, but typically flawed to drive	★★★★★			
335i M Sport	£39560	302	189	38	435d xDrive M Sport	£41760	255	141	40	535d Luxury	£48920	308	148	45		★★★★★	1.2 PureTech 75 Touch	£12990	74	105	9	
320i Sport	£28905	181	152	30	435d xDrive M Sport	£45455	308	143	41	535d M Sport	£48920	308	148	45		★★★★★	1.2 PureTech 82 Touch	£13390	81	105	9	
320i M Sport	£30405	181	152	31	435d xDrive M Sport	£45045	308	146	41	5 SERIES TOURING 5dr estate	Great overall package. 520d the best	★★★★★				★★★★★	1.2 PureTech 82 Feel	£14590	81	105	9	
320i M Sport	£30905	181	152	31	4 SERIES 2dr open	A quality product to be sure, but some of the verve has gone with the roof	★★★★★			518d M Sport	£35865	141	127	31		★★★★★	1.2 PureTech 82 Flair	£15990	81	107	10	
328i M Sport	£33605	242	159	36						518d M Sport	£46470	241	144	43		★★★★★	1.2 PureTech 110i Feel S-S	£15790	109	107	15	
316d ES	£26875	114	123	20	420d M Sport	£39880	181	133	31	530d M Sport	£46470	241	144	43		★★★★★	1.6 e-HDi 115 Airdream D Sport	£17190	109	107	16	
316d SE	£27725	114	123	20	420d SE	£40380	181	138	31	535i M Sport	£46940	302	179	42		★★★★★	1.6 Blue HDi 100 Touch	£15390	99	87	18	
316d Sport	£28725	114	123	20	420d SE	£37380	181	133	30	535i M Sport	£46940	302	179	42		★★★★★	1.6 Blue HDi 100 Flair	£16590	99	87	18	
318d SE	£28975	141	123	24	428i M Sport	£38880	181	133	30	520i SE	£38165	181	162	37		★★★★★	1.6 Blue HDi 100 Flair	£17990	99	89	18	
318d Sport	£29975	141	123	24	428i M Sport	£40220	242	159	36	520i M Sport	£38165	181	162	37		★★★★★	1.6 e-HDi 92 Feel ET66	£16790	89	92	16	
318d M Sport	£31475	141	123	25	428i SE	£40720	242	163	37	528i M Sport	£38895	242	149	40		★★★★★	1.6 e-HDi 92 Flair ET66	£18190	89	94	16	
320d SE	£30075	181	125	31	428i SE	£37720	242	159	36	518d SE	£41730	242	154	41		★★★★★	CS 4dr saloon	Spacious and comfy. An effective and interesting Mondeo rival	★★★★★			
320d M Sport	£32575	181	125	32	430d M Sport	£39220	242	159	36	518d SE	£41730	242	154	41		★★★★★	1.6 HDi 115 VTR	£21470	107	125	20	
320d M Sport	£33075	181	125	32	430d M Sport	£45700	255	144	41	518d SE	£41730	242	154	41		★★★★★	1.6 e-HDi 115 ET66 VTR+	£23370	107	117	22	
320d xDrive M Sport	£32705	181	133	30	435i M Sport	£45680	302	190	39	518d SE	£41730	242	154	41		★★★★★	2.0 HDi 160 VTR	£24070	161	129	28	
320d xDrive M Sport	£34205	181	133	31	M4	£46180	302	195	39	518d SE	£41730	242	154	41		★★★★★	2.0 HDi 160 Excl.	£25670	161	129	25	
320d xDrive M Sport	£34705	181	133	31	420i SE	£61145	425	213	45	520d SE	£34565	181	122	33		★★★★★	CS 5dr estate	Spacious and comfy. An effective and interesting Mondeo rival	★★★★★			
330d SE	£35405	255	135	38	420i SE	£34910	181	154	30	520d M Sport	£37365	181	127	34		★★★★★	1.6 HDi 115 VTR	£22570	113	125	20	
330d M Sport	£37905	255	135	38	420i M Sport	£36410	181	154	31	525d SE	£37365	181	127	34		★★★★★	1.6 e-HDi 115 ET66 VTR+	£24470	107	117	22	
330d xDrive M Sport	£38405	255	135	38	420i M Sport	£37410	181	154	31	525d SE	£42125	215	141	40		★★★★★	2.0 HDi 160 VTR	£25180	161	133	28	
330d xDrive M Sport	£39420	255	142	41	425d SE	£37910	181	159	31	525d SE	£42125	215	141	40		★★★★★	1.6 e-HDi 160 Excl.	£26780	161	135	25	
330d xDrive M Sport	£39920	255	142	41	425d M Sport	£39240	218	138	34	525d SE	£42125	215	141	40		★★★★★	DS3 3dr hatch	Jack of all trades, master of none. Nice styling	★★★★★			
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★			425d M Sport	£41740	218	138	34	530d M Sport	£42125	215	141	40		★★★★★	1.2 VTI 82 DSign	£12865	81	104	9	
318d SE	£30575	141	119	24	430d M Sport	£42255	218	142	35	5 SERIES GT 5dr hatch	Fine cabin, but only seats four. Poor ride and steering	★★★★★				★★★★★	1.6 e-HDi 115 Airdream D Sport	£17190	109	107	16	
320i M Sport	£31455	181	156	31	4 SERIES GRAN COUPE 4dr saloon	A prettier 3 Series. Very good, but not better.	★★★★★			530d SE	£46965	241	153	43		★★★★★	1.6 VTI 120 DStyle	£15630	118	129	16	
320i SE	£29205	181	153	31						530i M Sport	£49460	308	155	42		★★★★★	1.6 VTI 120 DStyle Red	£15800	118	132	17	
320i xDrive M Sport	£32705	181	164	31	420d M Sport	£35495	181	128	30	535i M Sport	£50260	302	192	44		★★★★★	1.6 VTI 120 DStyle Pink	£15680	118	132	17	
320i xDrive M Sport	£33065	181	167	31	420d xDrive SE	£33995	181	129	29	550i M Sport	£59510	402	214	46		★★★★★	1.6 THP 155 DSPORT	£18750	154	135	22	
320i xDrive M Sport	£30705	181	164	31	420i SE	£30125	181	149	29	520d SE	£60460	402	214	46		★★★★★	1.6 THP 155 DSPORT	£17925	154	135	21	
320i xDrive Sport	£31705	181	164	31	420i SE	£31625	181	149	29	520d SE	£60460	402	214	46		★★★★★	1.6 THP 155 Ultra Prestige	£22650	154	135	23	
328i SE	£32405	242	156	35	420i M Sport	£32625	181	149	29	520d M Sport	£40845	181	144	34		★★★★★	1.6 e-HDi 90 A'rdream DStyle	£15820	91	95	16	
328i M Sport	£40770	258	143	41	420i M Sport	£33160	181	153	30	530d M Sport	£40845	181	144	34		★★★★★	1.6 e-HDi 90 A'rdream DStyle R	£15995	91	95	17	
330d xDrive M Sport	£30205	181	153	31	420i xDrive SE	£33160	181	153	30	530d M Sport	£40845	181	144	34		★★★★★	1.6 e-HDi 90 A'rdream DStyle R	£15995	91	95	17	
320i M Sport	£31205	181	153	31	420i xDrive SE	£33160	181	153	30	530d M Sport	£40845	181	144	34		★★★★★	1.6 e-HDi 115 A'rdream D Sport R	£18200	113	99	16	
320i M Sport	£33405	242	156	36	420i xDrive SE	£33160	181	153	30	530d M Sport	£40845	181	144	34		★★★★★	1.6 e-HDi 115 A'rdream Ultra Pr	£21650	113	99	19	
328i M Sport	£34405	242	156	36	420i xDrive M Sport	£34660	181	164	31	6 SERIES GRAN COUPE 4dr saloon	Back door provides a brilliant visual coup	★★★★★				★★★★★	DS3 CABRIOLET 2dr open	Refined soft top.	★★★★★			
328i M Sport	£34655	242	158	36	428i SE	£33520	245	154	33	640i SE	£62375	315	181	47		★★★★★	1.6 THP 155 DSPORT	£20845	154	137	23	
335i M Sport	£39860	302	188	38	428i Sport	£35020	245	154	33	640i SE	£62375	315	181	47		★★★★★	1.6 THP 155 DSPORT	£20845	154	137	23	
335i M Sport	£40110	302	189	38	428i Sport	£36020	245	154	33	640i SE	£62375	315	181	47		★★★★★	1.6 THP 155 DSPORT	£20845	154	137	23	
318d M Sport	£31575	141	119	24	428i M Sport	£36520	245	156	34	650i M Sport	£67150	444	206	50		★★★★★	1.6 e-HDi 160 Excl.	£17935	113	95	20	
318d M Sport	£32575	141	119	24	435i M Sport	£41865	306	189	36	640d SE	£69845	255	156	40		★★★★★	DS4 5dr hatch	Jack of all trades, master of none. Nice styling	★★★★★			
320d SE	£31675	181	129	30	435i M Sport	£42365	306	193	36	640d SE	£69845	255	156	40		★★★★★	1.6 e-HDi 115 DSign	£19425	113	113	18	
320d Sport	£32675	181	129	30	418d SE	£31695	141	121	23	6 SERIES 2dr coupé	Great engines and interior. More GT than sports car	★★★★★				★★★★★	1.6 VTI 120 DSign	£17855	118	144	14	
320d M Sport	£33675	181	129	30	418d SE	£31695	141	121	23	640i SE	£60630	315	179	47		★★★★★	1.6 VTI 120 DStyle	£19905	118	144	15	
320d M Sport	£34055	181	131	30	418d M Sport	£34195	141	121	24	640i SE	£60630	315	179	47		★★★★★	1.6 THP 160 DStyle	£21765	161	178	21	
325d SE	£33605	215	134	34	420d SE	£34695	141	124	24	640i SE	£60630	315	179	47		★★★★★	1.6 THP 200 DSPORT	£23405	197	149	31	
325d M Sport	£35605	215	134	34	420d SE	£34695	141	124	24	640i SE	£60630	315	179	47		★★★★★	1.6 e-HDi 115 DStyle	£21475	113	113	18	
325d M Sport	£35855	215	137	34	420d Sport	£34695	141	124	24	640i SE	£60630	315	179	47		★★★★★	1.6 e-HDi 115 DStyle ET66	£21975	113	114	17	
330d SE	£37005	258	135	40	420d M Sport	£34695	141	124	24	640i SE	£60630	315	179	47		★★★★★	2.0 HDi 135 DStyle	£21900	134	130	21	
330d M Sport	£39005	258	135	40	420d xDrive Sport	£34695	141	124	24	640d SE	£67195	309	145	48		★★★★★	2.0 HDi 160 DStyle	£22700	161	130	23	
330d M Sport	£39255	258	136	41	420d xDrive M Sport	£37125	181	133	30	6 SERIES CONVERTIBLE 2dr open	Great engines and interior. More GT than sports car	★★★★★				★★★★★	2.0 HDi 160 DSPORT	£23700	161	130	24	
330d xDrive SE	£38520	258	142	40	430d M Sport	£40445	255	134	39							★★★★★	DS5 5dr hatch	Design marvel. Shame it doesn't function so well	★★★★★			
330d xDrive M Sport	£40520	258	142	40	430d M Sport	£40445	255	134	39	650i M Sport	£79345	402	214	50		★★★★★	1.6 THP 200 DSPORT	£28920	197	155	27	
335d xDrive M Sport	£43420	313	148	42	430d M Sport	£40945	255	138	40	640i SE	£66760	315	183	50		★★★★★	1.6 e-HDi 115 DStyle ET66	£25890	113	114	1	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 HDI 90 VTR+	£19710	91	110	15
1.6 e-HDI 90 VTR+ ET66	£20410	91	98	15
1.6 e-HDI 115 VTR+	£20510	113	105	18
1.6 e-HDI 115 VTR+ ET66	£21010	113	104	18
1.6 e-HDI 115 Excl.	£21810	113	105	17
1.6 e-HDI 115 Excl. +	£24210	113	105	18
2.0 Blue HDI 150 Excl.	£23010	148	110	24
2.0 Blue HDI 150 Excl. +	£25410	148	113	24
GRAND C4 PICASSO 5dr mpv Plushness and an improved dynamic make for a better car ★★★★★				
1.6 VTI 120 VTR	£19460	118	145	13
1.6 VTI 120 VTR	£20720	118	145	13
1.6 THP 155 Excl.	£23020	154	139	21
1.6 THP 155 Excl. +	£25420	154	142	22
1.6 e-HDI 90 ET66 VTR	£20850	91	98	15
1.6 e-HDI 90 ET66 VTR	£22110	91	98	15
1.6 e-HDI 115 VTR	£22210	113	105	19
1.6 e-HDI 115 Excl.	£23510	113	105	18
1.6 e-HDI 115 Excl. +	£25910	113	105	19
2.0 Blue HDI 150 Excl.	£24710	148	110	24
2.0 Blue HDI 150 Excl. +	£27110	148	113	25
Dacia				
SANDERO 5dr hatch A clever budget prospect. But its limitations are unavoidable ★★★★★				
0.9 Tce Ambiance	£7595	89	116	6
0.9 Tce Laureate	£8795	89	116	7
0.9 Tce Stepway Ambiance	£8395	89	124	7
0.9 Tce Stepway Laureate	£9995	89	124	8
1.2 Access	£5995	74	135	2
1.2 Ambiance	£6795	74	135	2
1.2 Laureate	£7995	74	135	2
1.5 dCi Ambiance	£8595	89	99	8
1.5 dCi Laureate	£9795	89	99	10
1.5 dCi Stepway Ambiance	£9395	89	105	10
1.5 dCi Stepway Laureate	£10995	89	105	11
LOGAN MCV 5dr estate Lacks its stablemates charm. Certainly retains the cheap ★★★★★				
0.9 Ambiance	£8595	89	116	9
0.9 Laureate	£9795	89	116	9
1.2 Access	£6995	74	135	4
1.2 Ambiance	£7795	74	135	4
1.2 Laureate	£8995	74	135	5
1.5 dCi Ambiance	£9595	84	99	11
1.5 dCi Laureate	£10795	84	99	12
DUSTER 5dr 4x4 Cheap, but cheerfully robust. Surprisingly convincing presence ★★★★★				
1.6 16v 105 Access 2WD	£9495	103	165	6
1.6 16v 105 Access 4WD	£11495	103	185	5
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10
1.5 dCi 110 Laureate 2WD	£13495	106	130	11
1.5 dCi 110 Laureate 4WD	£15495	107	135	10
Ferrari				
F12 2dr coupé Proper V12 Ferrari with serious exclusivity and appeal ★★★★★				
6.3 V12	£239352	730	350	50
FF 2dr coupé Four-door Ferrari estate has appeal but lacks classic DNA ★★★★★				
6.3 V12	£227077	651	360	50
CALIFORNIA 2dr open Sleek, comfortable and fast. A real improvement ★★★★★				
4.3 V8	£152086	483	270	50
3.9 V8 T	£154490	552	250	50
458 2dr coupé The complete supercar. Calm ride, explosive performance ★★★★★				
4.5 V8 Italia	£178461	570	307	50
458 SPIDER 2dr open The complete supercar. Minus roof. A world-class head turner ★★★★★				
4.5 V8	£198906	570	275	50
Fiat				
PANDA 5dr hatch Cheap, practical and very nearly spot on ★★★★★				
0.9 TwinAir 85 4x4 Antartica	£14995	84	105	6
0.9 TwinAir 85 Trekking	£12795	84	105	6
1.3 Multijet 75 4x4 Antartica	£15995	74	125	7
0.9 TwinAir 85 Easy	£11095	84	99	7
0.9 TwinAir 85 Lounge	£11595	84	99	7
0.9 TwinAir 85 4x4	£14295	84	114	7
1.2 Pop	£9095	68	120	3
1.2 Easy ★★★★★	£9895	68	120	4
1.2 Lounge	£10395	68	120	3
1.3 Multijet 75 Pop	£11295	74	104	7
1.3 Multijet 75 Easy	£12095	74	104	7
1.3 Multijet 75 Lounge	£12595	74	104	7
1.3 Multijet 75 Trekking	£13795	74	109	7
1.3 Multijet 75 4x4	£15295	74	125	7
500 3dr hatch Super desirable, cute city car. Pleasant, if not involving, to drive ★★★★★				
0.9 TwinAir 105 60	£15550	103	92	10
0.9 TwinAir 105 Lounge	£13700	103	92	10
0.9 TwinAir 105 S	£13850	103	92	10
0.9 TwinAir 85 60	£15070	84	99	10
1.2 Colour Therapy	£11220	68	113	9
1.2 60	£13670	68	113	9
1.3 Multijet 60	£16070	94	97	14
0.9 TwinAir 85 Lounge	£13220	84	92	10
0.9 TwinAir 85 S	£13370	84	92	12
0.9 TwinAir 85 Colour Therapy	£12420	84	99	10
0.9 TwinAir Cult	£14720	84	99	10
0.9 TwinAir 105 Cult	£15200	103	92	10
1.2 Pop	£10420	68	113	5
1.2 Lounge	£11820	68	113	6
1.2 S	£11970	68	113	9
1.2 Cult	£13320	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
1.3 Multijet Lounge	£14220	94	97	15
1.3 Multijet S	£14370	94	97	14
1.3 Multijet Cult	£15720	94	97	14
500 CONVERTIBLE 2dr open Desirable, cute city car. Cab a better drive than hatch ★★★★★				
0.9 TwinAir 105 60	£18170	103	92	15
0.9 TwinAir 105 Lounge S-S	£16500	103	92	15
0.9 TwinAir 105 S	£16650	84	92	15
0.9 TwinAir 85 Colour Therapy	£14970	84	92	15
0.9 TwinAir 85 60	£17690	84	92	15
0.9 TwinAir 85 S	£16170	84	92	15
1.2 Colour Therapy	£13770	68	113	10
1.2 60	£16490	68	113	10
1.2 S	£14970	68	113	10
1.3 Multijet 60	£18890	94	97	18
1.3 Multijet S	£17370	94	97	18
1.4 16v Turbo T-Jet Abarth	£16005	133	155	27
0.9 TwinAir 85 Lounge S-S	£15900	84	92	15
0.9 TwinAir 85 Cult	£16900	84	92	15
0.9 TwinAir 105 Cult	£17500	103	92	15
1.2 Pop S-S	£13420	68	113	9
1.2 Lounge S-S	£14700	68	113	10
1.2 Cult	£15700	68	113	10
1.3 Multijet Lounge	£17100	94	97	18
1.3 Multijet Cult	£18100	94	97	18
500L 5dr mpv A costly option, but has the style to fill out some of its missing substance ★★★★★				
1.4 95 Pop	£13040	94	145	10
1.6 105 Access 2WD	£16690	103	112	11
0.9 TwinAir Pop Star	£18090	103	112	11
0.9 TwinAir Lounge	£18790	103	119	11
1.4 95 Pop Star	£15200	94	145	10
1.4 95 Lounge	£16000	94	145	10
1.4 95 Trekking	£17300	94	149	8
1.4 120 Pop Star	£17195	118	159	10
1.4 120 Lounge	£18595	118	159	10
1.4 120 Trekking	£19295	118	159	10
1.3 Multijet 85 Pop Star	£16690	83	110	8
1.3 Multijet 85 Lounge	£18090	83	110	9
1.3 Multijet 85 Trekking	£18790	83	114	7
1.6 Multijet 105 Pop Star	£17690	103	117	17
1.6 Multijet 105 Lounge	£19090	103	117	18
1.6 Multijet 105 Trekking	£19790	103	122	15
1.6 Multijet 120 Pop Star	£18190	118	120	17
1.6 Multijet 120 Lounge	£19590	118	120	17
1.6 Multijet 120 Trekking	£20290	118	120	17
500L MPV 5dr mpv As above but with seven seat flexibility in its more expensive format ★★★★★				
1.6 Multijet 120 Lounge 7st	£20330	118	117	17
1.6 Multijet 120 Pop Star 7st	£18830	118	117	17
0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11
0.9 TwinAir 105 Lounge 7st	£18830	103	112	11
1.4 95 Pop Star 5st	£15840	94	145	9
1.4 95 Lounge 5st	£17340	94	145	9
1.3 Multijet 85 Pop Star 7st	£17330	83	110	8
1.3 Multijet 85 Lounge 7st	£18830	83	110	9
1.6 Multijet 105 Pop Star 7st	£18330	103	117	17
1.6 Multijet 105 Lounge 7st	£19830	103	117	17
PUNTO 3dr hatch MultiAir tech improves appeal and economy ★★★★★				
1.2 8v Easy	£11275	68	126	6
1.2 8v GBT	£11775	68	126	6
1.2 8v Pop	£10175	68	126	6
1.3 85 Multijet Easy	£13775	85	90	13
1.4 8v Easy	£11685	76	132	8
1.4 8v GBT	£12185	76	132	8
1.3 85 Multijet GBT	£14275	85	90	13
PUNTO 5dr hatch MultiAir tech improves appeal and economy ★★★★★				
1.2 8v Easy	£11875	68	126	6
1.2 8v GBT	£12375	68	126	6
1.2 8v Pop	£10775	68	126	6
1.4 8v Easy	£12285	76	132	8
1.4 8v GBT	£12785	76	132	8
1.3 85 Multijet Easy	£14375	85	90	13
1.3 85 Multijet GBT	£14875	85	90	13
FORD				
KA 3dr hatch An agile drive and energetic petrol engine. Wooden ride ★★★★★				
1.2 Grand Prix III	£11445	68	115	5
1.2 Studio Connect	£9445	68	115	3
1.2 Studio	£8945	68	115	3
1.2 Edge	£9945	68	115	3
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11195	68	115	3
1.2 Metal	£11445	68	115	5
B-MAX 5dr mpv Fiesta dynamics and sliding door access make the B-Max a cut above ★★★★★				
1.0 EcoBoost 100 Zetec	£15395	99	119	9
1.0 EcoBoost 100 Titanium	£16595	99	119	10
1.0 EcoBoost 125 Zetec S-S	£15995	118	99	13
1.0 EcoBoost 125 Titanium S-S	£17195	118	99	13
1.0 EcoBoost 125 Titanium X	£18395	118	99	13
1.4 90 Zetec	£12995	89	139	7
1.4 90 Zetec	£14795	89	139	8
1.6 105 Zetec Powershift	£16465	103	149	10
1.6 105 Titanium Powershift	£17665	103	149	11
1.5 TDCi 75 Zetec	£16195	74	109	8
1.6 TDCi 95 Zetec	£16695	94	104	10
1.6 TDCi 95 Titanium	£17895	94	104	11
FIESTA 3dr hatch Stylish and wonderfully engaging. The best supermini ★★★★★				
1.6 105 Titanium Powershift	£16300	103	138	12
1.6 105 Zetec Powershift	£14700	103	138	12
1.0 80 Zetec S-S	£13445	79	99	6
1.0 80 Titanium S-S	£14445	79	99	7
1.0 100 EcoBoost Zetec S-S	£13945	99	99	7
1.0 100 EcoBoost Titanium S-S	£14945	99	99	11
1.0 100 EcoBoost Titanium X S-S	£16145	99	99	11
1.0 125 EcoBoost Titanium S-S	£15445	123	99	15
1.0 125 EcoBoost Titanium X S-S	£16645	123	99	16
1.0 125 EcoBoost Zetec S-S	£15495	123	99	15
1.25 60 Style	£9995	59	120	3
1.25 60 Style	£11695	59	120	4
1.25 82 Style	£12195	80	120	7
1.25 82 Zetec	£12945	80	120	7
1.6 105 Titanium Powershift	£15700	103	138	12
1.6 180 EcoBoost ST	£17250	180	138	30
1.6 180 EcoBoost ST2	£18250	180	138	30
1.6 180 EcoBoost ST3	£19250	180	138	30
1.5 TDCi 75 Style	£13695	74	98	8
1.5 TDCi 75 Zetec	£14445	74	98	9
1.5 TDCi 75 Titanium	£15445	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£14795	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£15345	94	87	12
1.6 TDCi 95 Zetec S	£15995	94	95	12
1.6 TDCi 95 Titanium ECOnetic	£16345	94	87	12
1.6 TDCi 95 Titanium X	£17145	94	95	13
FIESTA 5dr hatch Stylish and wonderfully engaging. The best supermini ★★★★★				
1.25 82 Style	£12795	80	120	7
1.6 105 Zetec Powershift	£15300	103	138	12
1.0 80 Zetec S-S	£14045	79	99	6
1.0 80 Titanium S-S	£15045	79	99	7
1.0 100 EcoBoost Zetec S-S	£14545	99	99	11
1.0 100 EcoBoost Titanium S-S	£15545	99	99	11
1.0 100 EcoBoost Titanium X S-S	£16745	99	99	11
1.0 125 EcoBoost Titanium S-S	£16045	123	99	15
1.0 125 EcoBoost Titanium X S-S	£17245	123	99	16
1.25 60 Style	£12295	59	120	4
1.25 82 Zetec	£13545	80	120	7
1.5 TDCi 75 Style	£14295	74	98	8
1.5 TDCi 75 Zetec	£15045	74	98	9
1.5 TDCi 75 Titanium	£16045	74	98	9
1.6 TDCi 95 Style ECOnetic S-S	£15395	94	87	11
1.6 TDCi 95 Zetec ECOnetic S-S	£15945			

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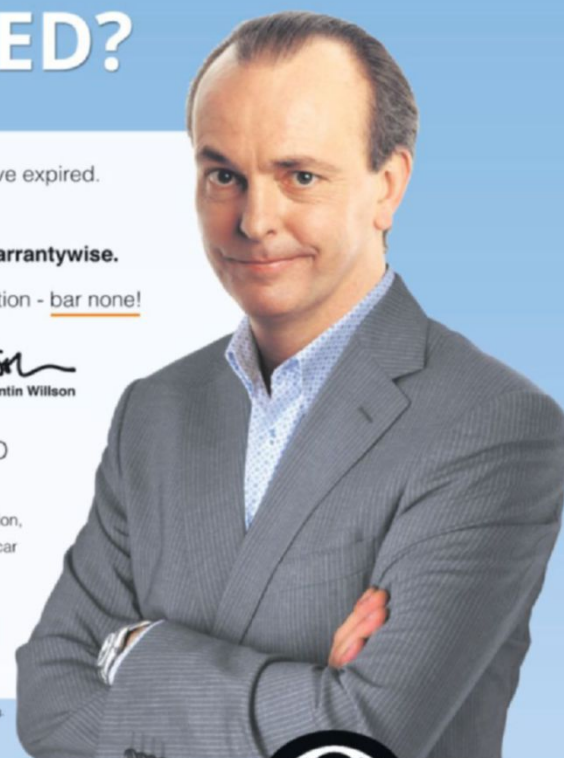


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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
KUGA 5dr 4x4 Bigger Kuga has taken a stylistic step backwards, but the strengths remain ★★★★★				
2.0 TDCi 180 Titanium X Sport	£23045	178	135	22
1.6T 150 EcoBoost Titanium X S	£28350	148	139	22
1.6T 182 EcoBoost Titanium X S	£32510	180	139	23
2.0 TDCi 140i Titanium X Sport 2WD	£29750	138	139	22
2.0 TDCi 163 Titanium X Sport	£31750	138	154	24
1.6T 150 EcoBoost Zetec 2WD	£21000	148	154	20
1.5T 150 EcoBoost Zetec 2WD	£21000	148	143	20
1.5T 150 EcoBoost Titanium	£22645	148	143	20
1.5T 150 EcoBoost Titanium X	£25395	148	143	20
1.6T 150 EcoBoost Zetec 2WD	£25400	148	154	22
1.6T 150 EcoBoost Zetec 2WD	£25400	148	154	22
1.5T 150 Titanium X Sport	£28345	148	143	20
1.6T 182 EcoBoost Zetec	£25160	170	119	21
1.5T 182 EcoBoost Zetec AWD	£25160	170	119	21
1.6T 182 EcoBoost Titanium	£26810	170	119	22
1.5T 182 EcoBoost Titanium AWD	£26795	170	119	22
1.6T 182 EcoBoost Titanium X	£29560	170	119	23
1.6T 182 EcoBoost Titanium X A	£29560	170	119	23
1.5T 182 Ebst Titanium X Sport	£32495	170	119	23
2.0 TDCi 140 Zetec 2WD	£22400	138	139	20
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20
2.0 TDCi 140 Zetec	£23900	138	154	21
2.0 TDCi 140 Titanium 2WD	£24050	138	139	21
2.0 TDCi 150 Titanium 2WD	£24345	148	122	20
2.0 TDCi 140 Titanium X 2WD	£26800	138	139	22
2.0 TDCi 150 Titanium X 2WD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 163 Titanium	£26050	138	154	22
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 163 Titanium	£28800	138	154	24
2.0 TDCi 180 Titanium AWD	£26345	178	135	22
2.0 TDCi 180 Titanium X AWD	£29095	178	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with ★★★★★				
1.0T 100 EcoBoost Zetec S-S	£18150	99	117	10
1.0T 125 EcoBoost Zetec S-S	£18650	123	117	10
1.0T 100 EcoBoost Titanium S-S	£19650	99	117	10
1.0T 125 EcoBoost Titanium S-S	£20150	123	117	10
1.0T 125 EcoBoost Titanium X S	£22150	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6T 150 EcoBoost Titanium S-S	£20855	148	144	19
1.6T 182 EcoBoost Titanium S-S	£23605	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium £21725 138 129 20				
2.0 TDCi 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater ★★★★★				
1.0T 100 EcoBoost Zetec S-S	£19745	99	119	10
1.0T 125 EcoBoost Zetec S-S	£20245	123	119	10
1.0T 100 EcoBoost Titanium S-S	£21045	99	119	10
1.0T 125 EcoBoost Titanium S-S	£21545	123	119	10
1.0T 125 EcoBoost Titanium X S	£23545	123	119	14
1.6T 150 EcoBoost Titanium S-S	£22250	148	149	19
1.6T 182 EcoBoost Titanium S-S	£24950	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 140 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. A benchmark ★★★★★				
1.6T 160 EcoBoost Zetec S-S	£23310	158	159	18
1.6 TDCi Eco Titanium S-S	£25060	158	159	19
2.0 TDCi EcoBoost Titanium auto	£26735	200	189	22
2.0 240 Tilt. X Sp. Au.	£31485	237	194	27
1.6 TDCi 115 Zetec S-S	£24110	134	136	16
1.6 TDCi 115 Eco Titanium S-S	£25860	134	139	17
2.0 TDCi 140 Zetec	£24295	138	139	17
2.0 TDCi 140 Titanium	£26045	138	139	18
2.0 TDCi 163 Titanium	£26645	161	139	19
2.0 TDCi 163 Tilt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	177	146	26
2.2 TDCi 200 Tilt. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap ★★★★★				
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6 TDCi EcoBoost Zetec S-S	£25670	158	167	18
1.6 TDCi Eco Titanium S-S	£27570	158	167	18
1.6 TDCi Eco Titanium X S-S	£30070	158	167	18
2.0 TDCi EcoBoost Titanium auto	£29235	200	189	22
2.0 TDCi EcoBoost Titanium X auto	£31735	200	189	25
1.6 TDCi 115 Zetec S-S	£26460	130	139	16
1.6 TDCi 115 Eco Titanium S-S	£28360	134	139	17
1.6 TDCi 115 Eco Titanium X S-S	£30860	134	139	18
2.0 TDCi 140 Zetec	£26645	138	139	20
2.0 TDCi 140 Titanium	£28545	138	139	20
2.0 TDCi 140 Titanium X	£31045	138	139	21
2.0 TDCi 163 Titanium	£29145	161	139	22
2.0 TDCi 163 Titanium X	£31645	161	139	23
2.2 TDCi 200 Titanium	£30375	197	179	26
GINETTA				
G40 2dr coupé Road-legal race car with stripped-out chassis to spare ★★★★★				
R	£29950	175	181	-
HONDA				
JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini ★★★★★				
1.2 i-VTEC SE	£13395	99	123	14
1.2 i-VTEC SE-T	£14390	99	123	14
1.4 i-VTEC ES Plus	£14895	99	129	19
1.4 i-VTEC ES Plus-T	£15890	99	129	19
1.4 i-VTEC Si-T	£15990	99	129	16
1.2 i-VTEC S	£11695	89	123	13
1.2 i-VTEC S A-C	£12545	89	123	13
1.2 i-VTEC S-T	£12690	89	123	13
1.2 i-VTEC S-T A-C	£13540	89	123	13
1.3 iMA Hybrid HE	£17150	97	104	16
1.3 iMA Hybrid HE-T	£18145	97	104	16
1.3 iMA Hybrid HS	£17650	97	104	16
1.3 iMA Hybrid HS-T	£18645	97	104	16
1.3 iMA Hybrid HX	£19250	97	104	16
1.3 iMA Hybrid HX-T	£20245	97	104	16
1.4 i-VTEC EX	£15995	99	129	16
1.4 i-VTEC EXL	£17195	99	129	16
1.4 i-VTEC EX-T	£16990	99	129	16
1.4 i-VTEC EXL-T	£18190	99	129	16
1.4 i-VTEC Si	£14995	99	129	16
HYUNDAI				
i10 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price ★★★★★				
1.0 S	£8595	65	108	1
1.0 iMA	£9260	65	108	1
1.0 SE	£9610	65	108	1
1.0 SE Blue Drive	£9910	65	98	1
1.0 Premium	£10310	65	108	1
1.2 SE	£10110	66	114	4
1.2 Premium	£10810	66	114	4
120 5dr hatch Very good value hatch. Fun a byproduct; practically mostly spot on ★★★★★				
1.2 75 S	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium SE	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium SE	£14325	98	127	10
1.4 100 Premium SE	£15325	98	127	10
1.1 CRDi 75 S Blue	£12445	74	84	6
1.1 CRDi 75 SE	£14225	74	84	6
1.1 CRDi 90 SE	£14725	89	106	11
1.4 CRDi 90 Premium SE	£16725	89	106	12
1.4 CRDi 90 Premium SE	£17525	89	106	12
130 3dr hatch As good as we've come to expect, but not one inch better ★★★★★				
1.6 120 Sport Nav	£18720	118	149	11
1.4 100 Class	£14605	98	139	7
1.4 100 Active	£15800	98	143	7
1.4 100 Style Nav	£17600	118	149	9
1.6 120 Active auto	£22050	118	149	9
1.6 120 Premium	£24360	118	149	9
1.6 CRDi 110 BlueDrive Class	£20920	118	149	9
1.6 CRDi 110 BlueDrive Active	£22525	99	145	16
1.6 CRDi 128 Premium	£19255	140	137	15
1.6 CRDi 128 B'Drive Style Nav	£20955	99	145	15
1.6 CRDi 128 B'Drive Style Nav	£21500	99	145	15
1.6 CRDi 128 B'Drive Style Nav	£23355	99	145	15
1.6 CRDi 110 B'Drive Class	£19800	140	137	15
130 TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard ★★★★★				
1.6 i-VTEC S	£27460	118	103	16
1.6 i-VTEC S	£21375	118	99	15
1.6 i-VTEC S Plus	£22960	118	99	15
1.6 i-VTEC S Plus-T	£23505	118	99	15
1.6 i-VTEC SR	£25560	118	103	16
1.6 i-VTEC S-T	£21920	118	99	15
1.6 i-VTEC EX Plus	£26255	140	149	17
1.6 i-VTEC S	£20270	140	146	15
1.6 i-VTEC S Plus	£21955	140	149	16
1.6 i-VTEC S Plus-T	£22500	140	149	16
1.6 i-VTEC SR	£24355	140	149	15
1.6 i-VTEC S-T	£20815	140	146	15
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive ★★★★★				
2.0 i-VTEC ES	£24200	154	159	23
2.0 i-VTEC ES GT	£23120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27885	198	199	27
2.4 i-VTEC EX ADAS	£30285	198	199	27
2.2 i-VTEC 150 ES	£25400	148	138	24
2.2 i-VTEC 150 ES GT	£26320	148	138	24
2.2 i-VTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-VTEC 150 EX	£28795	148	141	25
2.2 i-VTEC 150 EX ADAS	£31195	148	141	26
2.2 i-VTEC 180 Type S	£31435	177	147	28
2.2 i-VTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful ★★★★★				
2.0 i-VTEC ES	£24610	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29545	198	201	26
2.4 i-VTEC EX ADAS	£31945	198	201	27
2.2 i-VTEC 150 ES	£26895	148	143	24
2.2 i-VTEC 150 ES GT	£27870	148	143	24
2.2 i-VTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-VTEC 150 EX	£30330	148	146	25
2.2 i-VTEC 150 EX ADAS	£32730	148	146	26
2.2 i-VTEC 180 Type S	£33925	177	150	28
2.2 i-VTEC 180 Type S ADAS	£35175	177	150	29
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition ★★★★★				
1.6 i-VTEC SE-T 2WD	£25825	118	119	24
1.6 i-VTEC SR 2WD	£27315	118	124	25
1.6 i-VTEC S-T 2WD	£28325	118	119	25
2.0 i-VTEC Black Edition	£28405	154	173	27
2.0 i-VTEC White Edition	£28405	154	173	27
2.2 i-VTEC Black Edition	£30510	148	149	28
2.2 i-VTEC White Edition	£30510	148	149	28
2.0 i-VTEC S 2WD	£22000	154	168	24
2.0 i-VTEC S-T 2WD	£22765	154	168	24
2.0 i-VTEC SE 2WD	£24000	154	168	24
2.0 i-VTEC SE-T 2WD	£24765	154	168	24
2.0 i-VTEC S	£23100	154	173	24
2.0 i-VTEC S-T	£23865	154	173	24
2.0 i-VTEC SE	£25100	154	173	24
2.0 i-VTEC SE-T	£25865	154	173	24
2.0 i-VTEC SR	£27410	154	177	25
2.0 i-VTEC EX	£30255	154	177	25
1.6 i-VTEC S 2WD	£23060	118	119	24
1.6 i-VTEC SE 2WD	£25060	118	119	24
2.2 i-VTEC S	£25205	148	149	26
2.2 i-VTEC S-T	£25970	148	149	26
2.2 i-VTEC SE	£27205	148	149	26
2.2 i-VTEC SE-T	£27970	148	149	26
2.2 i-VTEC SR	£29495	154	154	26
2.2 i-VTEC EX	£32340	148	154	27
INFINITI				
Q50 4dr saloon Credible compact saloon competitor with some novel touches ★★★★★				
Q50 Hybrid AWD	£41640	359	144	42
Q50 Hybrid	£39995	359	144	42
2.5D SE	£27950	168	114	

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
450h Luxury	E45495	338 141 42		
450h F Sport	E51495	338 145 42		
450h Premier	E51495	338 141 42		
LS 4dr saloon	Uninspiring luxury with a huge kit			
list attached	★★★★★			
460 LX	E71995	382 249 48		
460 F Sport	E74495	382 249 49		
600h F Premier	E99995	439 199 50		
600h F Premier Night View	E101510	439 199 50		
NX 4dr hatch	Some good ideas, but dramatically off the pace to drive	★★★★★		
300h S 2WD	E29495	195 116 29		
300h SE	E31495	195 121 31		
300h Luxury	E34495	195 121 31		
300h F Sport	E36995	195 121 31		
300h Premier	E42995	195 121 31		
RX 5dr 4x4	Low flexibility, but hybrid function makes a degree of economic sense	★★★★★		
450h SE	E44495	245 145 40		
450h Luxury	E48495	245 145 41		
450h F Sport	E51995	245 145 42		
450h Premier	E55495	245 145 41		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.2D 175 Sport Nav	E27095	173 119 23		
2.0 145 SE-L	E21315	143 131 16		
2.2D 150 SE	E22895	148 116 21		
2.2D 150 SE-L	E23695	148 116 19		
2.2D 150 SE-L Nav	E24395	148 116 19		
2.2D 150 Sport Nav	E26695	148 116 21		
CX-5 5dr 4x4	Superb diesel engine made to above average package	★★★★★		
2.0 Skyactiv-G 165 SE-L Nav	E22595	162 139 15		
2.0 Skyactiv-G 165 SE-L	E21895	162 139 15		
2.0 Skyactiv-G 165 Sport Nav	E24895	162 139 16		
2.2D Skyactiv-D 150 SE-L Nav	E23695	148 119 18		
2.2D Skyactiv-D 150 SE-L Lux	E25295	148 119 20		
2.2D Sky-D 150 SE-L Lux Nav	E25995	148 119 20		
2.2D Skyactiv-D 150 Sport Nav	E26695	148 119 19		
2.2D Sky-D 150 SE-L AWD	E25395	148 136 17		
2.2D Sky-D 175 Sport Nav AWD	E28695	173 136 21		
5dr mpv	Functional seven-seater, but not unpleasant to drive. Lots of kit	★★★★★		
2.0 150 Sport Venture	E20495	148 159 16		
1.6D 115 Sport Venture	E21895	114 138 16		
MX-5 2dr open	Worthy of its iconic status. Manageable, fun and attainable	★★★★★		
1.8i Sport Venture	E18995	125 167 21		
1.8i SE	E18495	125 167 21		
MX-5 COUPE CABRIOLET 2dr cc	As above, but with a nifty folding hard top.	★★★★★		
1.8i SE	E19995	125 167 21		
2.0i Sport Tech	E23095	158 181 26		
2.0i Sport Tech Nav	E23295	158 181 26		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
C250 Bluetec SE	E32320	201 117 35		
C63 AMG	E60995	469 196 47		
C63 AMG S	E67475	503 196 47		
C200 Sport	E30050	181 128 31		
C200 AMG Line	E31675	181 128 31		
C200 Bluetec Sport	E32560	168 108 31		
C220 Bluetec AMG Line	E34055	168 108 31		
C250 Bluetec Sport	E35215	201 117 35		
C250 Bluetec AMG Line	E36710	201 117 35		
E-CLASS 4dr saloon	A return to the old Merc qualities. Refined and relaxing	★★★★★		
E300 Bluetec Hy-D AMG Sport	E42375	204 109 43		
E63 AMG S	E84110	549 232 47		
E200 SE	E34340	181 138 36		
E200 AMG Line	E36850	181 142 37		
E250 SE	E35470	208 138 38		
E250 AMG Line	E37980	208 142 39		
E63 AMG	E74115	549 230 47		
E300 Bluetec Hybrid SE	E39800	204 109 43		
E250 Bluetec SE	E32750	168 120 34		
E220 Bluetec AMG Line	E35245	168 129 35		
E250 CDI SE	E36820	201 129 39		
E250 CDI AMG Line	E39445	201 134 40		
E350 Bluetec AMG Line	E41210	248 154 48		
E-CLASS 5dr estate	A return to the old Merc qualities. Refined and relaxing	★★★★★		
E220 Bluetec AMG Line	E37165	168 135 35		
E220 Bluetec SE	E34670	168 133 34		
E250 AMG Line	E39770	208 147 39		
E250 CDI AMG Line	E41250	201 145 40		
E250 CDI SE	E38755	201 143 39		
E250 SE	E37275	208 144 38		
E300 Bluetec Hybrid AMG Line	E44165	201 119 44		
E300 Bluetec Hybrid SE	E41670	201 119 44		
E350 Bluetec AMG Line	E43015	248 159 44		
E63 AMG	E75905	549 234 47		
E63 AMG S	E85900	582 234 47		
E-CLASS 2dr coupé	A return to the old Merc qualities. Refined and relaxing	★★★★★		
E200 AMG Line	E38420	181 140 39		
E400 AMG Line Plus	E46100	329 176 45		
E220 Bluetec SE	E35095	168 123 38		
E220 Bluetec AMG Line	E37590	168 126 39		
E250 Bluetec AMG Line	E40730	201 129 43		
E350 Bluetec AMG Line	E42425	228 149 46		
E-CLASS CABRIOLET 2dr open	Nice cabin, but ride isn't great. Six-pot engines best	★★★★★		
E200 AMG Line	E41805	181 146 42		
E400 AMG Line Plus	E49590	329 185 48		
E220 Bluetec SE	E38465	168 127 41		
E220 Bluetec AMG Line	E41090	168 134 42		
E250 CDI AMG Line	E44100	201 128 45		
E350 Bluetec AMG Line	E45810	228 154 48		
S-CLASS 2dr coupé	Heavyweight contender. Continent smothering luxury	★★★★★		
S500	E96565	449 207 50		
S63 AMG	E125595	537 237 50		
6.0 S 65 AMG	E183065	621 279 50		
S-CLASS 4dr saloon	Still the best luxury car in the world. Calm, advanced, rewarding	★★★★★		
S500 Plug-in Hybrid	E87965	436 65 65		
S500 AMG Line	E88395	449 207 50		
S400 Hybrid L SE Line	E70900	328 147 49		
S400 Hybrid L AMG Line	E74930	328 153 49		
S600 L AMG Line	E140615	523 259 50		
S63 AMG L	E119835	537 237 50		
S63 AMG L	E179985	621 279 50		
S350 Bluetec Hybrid L AMG Line	E72260	204 120 49		
S350 Bluetec SE Line	E62905	254 146 49		
S350 Bluetec AMG Line	E67940	254 151 50		
S350 Bluetec L SE Line	E66910	254 148 50		
S350 Bluetec L AMG Line	E70940	254 154 50		
CLS 4dr saloon	Saloon-like practically, coupe-like rewards	★★★★★		
400 AMG Line	E55850	328 170 50		
63 AMG S	E86500	537 231 50		
220 Bluetec AMG Line	E46500	175 129 44		
350 Bluetec AMG Line	E49550	254 - 46		
CLS 5dr shooting brake	Saloon-like practically, coupe-like rewards	★★★★★		
63 AMG S	E87000	537 231 50		
220 Bluetec AMG Line	E48080	175 129 44		
350 Bluetec AMG Line	E51400	254 162 47		
GLA 5dr 4x4	Not the most successful crossover, but good looking and very decent to drive	★★★★★		
GLA250 AMG Line 4Matic	E31330	208 154 34		
GLA45 AMG	E44510	354 175 -		
GLA200 CDI Sport	E26265	134 119 25		
GLA200 CDI 4Matic	E29150	134 119 25		
GLA250 CDI AMG Line	E27210	134 119 25		
GLA200 CDI 4Matic AMG Line	E30345	134 119 25		
GLA220 CDI Sport 4Matic	E30775	168 129 28		
GLA220 CDI AMG Line	E31775	168 129 29		
M-CLASS 5dr 4x4	Roomy, quiet and well-appointed. A proper Merc SUV	★★★★★		
M250 Bluetec SE Exec	E50180	254 189 43		
M63 AMG	E86995	536 276 50		
M250 Bluetec SE Exec	E47340	201 165 38		
ML 5dr 4x4	Massively expensive and compromised, but with character to spare	★★★★★		
G550 AMG	E86435	208 295 -		
63 AMG	E129735	537 322 -		
GL-CLASS 5dr 4x4	Decent on road and off despite its size. Nice cabin, too	★★★★★		
GL350 Bluetec AMG Sport	E60750	261 209 49		
GL63 AMG	E92350	549 288 50		
SLK 2dr open	Enthusiastic, neat handling and brisk all-weather roadster	★★★★★		
200 CDI BlueEff Sport	E34750	181 158 41		
250 CDI BlueEff Sport	E38705	201 169 44		
350 CDI BlueEff Sport	E44605	302 167 45		
SLK55 AMG	E55345	416 195 47		
SLK250 CDI	E33150	201 132 42		
SLK250 CDI AMG Sport	E37150	201 132 43		
SL 2dr open	Big, luxurious and classier than a royal stud farm. Merc at its best.	★★★★★		
SL400	E72500	329 178 50		
SL500 AMG Sport	E81915	429 212 50		
SL63 AMG	E112510	537 231 50		
SL65 AMG	E169670	621 270 50		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2dr coupé	Comfortable big coupe. More GT than sports car.	★★★★★		
CLS				
CL63 AMG				
CL65 AMG				
AMG GT 2dr coupé	Clever and handsome replacement for the SL. Different, but very good	★★★★★		
4.0 V8	E97195	456 216 50		
4.0 V8 S	E110495	503 219 50		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 Sport-Media Pack	E22075	121 133 18		
1.6 Chili-Sport-Media Pack	E22135	121 133 18		
1.6 Pepper-Sport-Media Pack	E22680	121 133 18		
1.6 Sport Chili-Pack	E21530	121 133 18		
1.6 Sport Chili-Media Pack	E22680	121 133 18		
1.6 T S	E21050	181 139 30		
1.6 T Highgate	E24080	181 139 32		
1.6 T Media Pack	E22410	181 139 30		
1.6 T Chili-Pack	E22845	181 139 30		
1.6 T Sport Pack	E23310	181 139 30		
1.6 T Chili-Media Pack	E23995	181 139 30		
1.6 T Chili-Sport Pack	E25105	181 139 30		
1.6 T Chili-Sp-Media Pack	E24670	181 139 30		
1.6 T Sport Chili-Pack	E24260	181 139 30		
1.6 T Sport Chili-Media Pack	E25410	181 139 30		
1.6 T John Cooper Works	E25295	208 157 36		
1.6 T JCW Media Pack	E26655	208 157 36		
1.6 T JCW Chili-Pack	E26780	208 157 36		
1.6 T JCW Chili-Media Pack	E27930	208 157 36		
1.6D	E18910	110 105 19		
1.6D Highgate	E22070	110 105 21		
1.6D Pepper Pack	E19675	110 105 19		
1.6D Media Pack	E20410	110 105 19		
1.6D Pepper-Media Pack	E21015	110 105 19		
1.6D Chili-Pack	E20880	110 105 19		
1.6D Sport Pack	E21635	110 105 19		
1.6D Chili-Media Pack	E22030	110 105 19		
1.6D Pepper-Sport Pack	E22400	110 105 19		
1.6D Chili-Sport Pack	E23605	110 105 19		
1.6D Chili-Sp-Media Pack	E23740	110 105 19		
1.6D Pepper-Sport-Media Pack	E22590	110 105 19		
1.6D Sport Chili-Media Pack	E23740	110 105 19		
2.0D SD	E21730	141 118 23		
2.0D SD Highgate	E24760	141 118 24		
2.0D SD Media Pack	E23090	141 118 23		
2.0D SD Chili-Pack	E23525	141 118 23		
2.0D SD Sport Pack	E23990	141 118 23		
2.0D SD Chili-Media Pack	E24675	141 118 23		
2.0D SD Chili-Sport Pack	E25785	141 118 23		
2.0D SD Sport-Media Pack	E25350	141 118 23		
2.0D SD Ch.Sp-Media Pack	E26935	141 118 23		
2.0D SD Sport Chili-Pack	E24940	141 118 23		
2.0D SD Sport Chili-Media Pack	E26090	141 118 23		
COUPE 2dr coupé	Cynical perhaps, but the hatchback chassis still shines	★★★★★		
1.6 Cooper	E12440	121 127 18		
1.6 Cooper	E16840	121 127 18		
1.6 Cooper Media Pack	E18320	121 127 18		
1.6 Cooper Sport Pack	E19350	121 127 18		
1.6 Cooper Media-Sport Pack	E20830	121 127 18		
1.6 Cooper Pepper Pack	E17490	121 127 18		
1.6 Cooper Pepper-Media Pack	E18890	121 127 18		
1.6 Cooper Pepper-Sport Pack	E20000	121 127 18		
1.6 Cooper Pepper-Media-Sport Pack	E21400	121 127 18		
1.6 Cooper Chili-Pack	E18490	121 127 18		
1.6 Cooper Chili-Sport Pack	E21000	121 127 18		
1.6 Cooper Chili-Media Pack	E19760	121 127 18		
1.6 Cooper Chili-Sport-Media Pack	E22270	121 127 18		
1.6 Cooper Chili-Media Sport Pack	E20170	121 127 18		
1.6 Cooper S	E19990	181 136 31		
1.6 Cooper S Media Pack	E21340	181 136 31		
1.6 Cooper S Sport Pack	E22100	181 136 31		
1.6 Cooper S Media-Sport Pack	E23450	181 136 31		
1.6 Cooper S Chili-Pack	E21655	181 136 31		
1.6 Cooper S Chili-Sport Pack	E23765	181 136 31		
1.6 Cooper S Chili-Media Pack	E22925	181 136 31		
1.6 Cooper S Sport Chili-Pack	E22920	181 136 31		
1.6 Cooper S Sport Chili-Media Pack	E24190	181 136 31		
1.6 Cooper S Chili-Media-Sport Pack	E25035	181 136 31		
1.6T John Cooper Works	E24010	208 153 36		
1.6T John Cooper Works Media P	E25360	208 153 36		
1.6T John Cooper Works Chili P	E25255	208 153 36		
1.6T John Cooper Works Chili-M	E26525	208 153 36		
2.0D Cooper SD	E20710	114 114 22		
2.0D Cooper SD Media Pack	E22060	114 114 22		
2.0D Cooper SD Sport Pack	E22820	114 114 22		
2.0D Cooper SD Media-Sport Pack	E24170	114 114 22		
2.0D Cooper SD Chili-Pack</				

AUTOCAR TOP FIVES

Hardcore sports



1 Porsche 911 GT3 From £101,000
A singular achievement. The 911 hard-fired to a near flawless finish. Too perfect? You'll struggle to care. ★★★★★



2 Ferrari 458 Scuderia From £208,000
Huge premium means it can't overcome the GT3, but that doesn't stand between it and greatness. Fabulous. ★★★★★



3 Aston Martin Vantage V12 S From £138,000
The best Aston in a decade. All the bruiser's old edges have been smartly smoothed away. What's left is plain magic. ★★★★★



4 Lotus Exige S From £54,000
Only fantasy machines of a rare and expensive calibre are capable of seeing off the Lotus. It's that good. ★★★★★



5 Nissan GT-R Nismo From £125,000
Nismo version takes the GT-R boldly into new realms of fantasy. Has to be driven to be believed. Still short on soul. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
PULSAR 5dr hatch Undeniably fit for purpose, but its appeal goes no deeper than that. ★★★★★				
1.2 DIG-T 115 Visia	£15995	114	117	10
1.2 DIG-T 115 Acenta	£17645	114	117	10
1.2 DIG-T 115 n-tec	£18995	114	117	10
1.2 DIG-T 115 Tekna	£20345	114	117	10
1.5 dCi 110 Visia	£17595	109	94	11
1.5 dCi 110 Acenta	£19245	109	94	11
1.5 dCi 110 n-tec	£20595	109	94	11
1.5 dCi 110 Tekna	£21945	109	94	11

QASHQAI 5dr hatch Second generation a masterly update of the first. The crossover to beat. ★★★★★				
1.6 dCi 130 Tekna 4WD	£28500	128	115	19
1.2 DIG-T 115 Visia	£18265	113	129	17
1.2 DIG-T 115 Acenta	£19850	113	129	17
1.2 DIG-T 115 n-tec	£21700	113	129	17
1.2 DIG-T 115 Tekna	£22250	113	129	17
1.6 dCi 115 Visia	£23800	113	129	17
1.6 DIG-T 163 N-tec	£23200	161	138	14
1.6 DIG-T 163 N-tec +	£23750	161	138	14
1.6 DIG-T 163 Tekna	£25300	161	138	14
1.5 dCi 110 Visia	£20015	109	99	17
1.5 dCi 110 Acenta	£21600	109	99	17
1.5 dCi 110 n-tec	£23450	109	99	14
1.5 dCi 110 N-tec +	£24000	109	99	14
1.5 dCi 110 Tekna	£25500	109	99	15
1.6 dCi 130 Tekna	£26800	128	115	19

X-TRAIL 5dr 4x4 Sleek, Qashqai-based crossover is an easy win if you require seven seats. ★★★★★				
1.6 dCi Visia 2WD	£23195	128	129	19
1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	129	20
1.6 dCi n-tec 2WD	£27645	128	129	19
1.6 dCi n-tec 4WD	£29345	128	129	20
1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	129	20

PATFINDER 5dr 4x4 Tough, but no Discovery. Spacious but unrefined. ★★★★★				
2.5 dCi 190 Acenta	£32945	188	224	31
2.5 dCi 190 Tekna	£36280	188	224	31
707Z 2dr coupé Great engine and poised handling. Lots of road noise. ★★★★★				
3.7 V6 Nismo	£37015	345	248	46
3.7 V6	£27015	323	248	46
3.7 V6 GT	£32015	323	248	46

GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value. ★★★★★				
3.8 V6 2013 MY	£78020	523	275	50

NOBLE				
M600 2dr coupé A new era for the Brit maker. Outrageous pace and handling. ★★★★★				
4.4 V8	£200000	650	-	-

PEUGEOT				
ION 5dr hatch Good electric powertrain, comically expensive. ★★★★★				
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
108 3dr hatch Sister car to the Aygo. And distant second to most city car rivals. ★★★★★				
1.0 Access	£8245	68	95	6
1.0 Active	£9495	68	95	6
1.0 Active Top	£10345	68	95	7
1.0 Active S-S	£9745	68	88	6
1.0 Active S-S Top	£10595	68	88	7
1.2 VTI Allure	£10995	81	99	11
1.2 VTI Allure Top	£11845	81	99	11
1.2 VTI Felina	£11845	81	99	11

108 5dr hatch Sister car to the Aygo. And distant second to most city car rivals. ★★★★★				
1.0 Active	£9895	68	95	6
1.0 Active Top	£10745	68	95	7
1.0 Active S-S	£10145	68	88	6
1.0 Active S-S Top	£10995	68	88	7
1.2 VTI Allure	£11395	81	99	11
1.2 VTI Allure Top	£12245	81	99	11
1.2 VTI Felina	£12245	81	99	11
208 3dr hatch Big improvement for Peugeot, if not the supermini class. ★★★★★				
1.0 VTI Access	£10195	67	99	5
1.0 VTI Access +	£11445	67	99	6
1.0 VTI Active	£12395	67	99	6
1.2 VTI Access +	£11945	81	104	8
1.2 VTI Active	£12895	81	104	8
1.2 VTI Allure	£14295	81	104	8
1.2 VTI Style	£13645	81	104	11
1.6 THP 156 XY	£18150	154	126	26
1.6 THP 200 GTi	£19100	197	139	30
1.4 HDi Access+	£13245	67	99	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	17
1.6 e-HDi 92 Allure	£16245	91	95	17
1.6 e-HDi 92 XY	£17895	91	95	16
1.6 e-HDi 115 XY	£18545	113	99	20

208 5dr hatch Big improvement for Peugeot, if not the supermini class. ★★★★★				
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Access +	£13495	81	104	8
1.2 VTI Active	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16850	118	129	14
1.6 VTI Felina	£17245	118	129	14
1.4 HDi Access+	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.4 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Style	£16195	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 Felina	£18695	113	99	19

308 5dr hatch Thoughtfully developed and very well appointed but still no class leader. ★★★★★				
1.2 e-THP 130 Felina	£21395	128	110	15
1.2 PureTech 82 Access	£14895	81	117	9
1.2 e-THP 110 Access	£16145	108	105	13
1.2 PureTech 110 Active	£17845	108	105	13
1.2 PureTech 110 Allure	£19045	107	107	13
1.2 PureTech 130 Allure	£18595	128	107	14
1.2 PureTech 130 Allure	£19795	128	110	15

1.6 THP 125 Access	£16095	120	125	16
1.6 THP 125 Active	£17545	120	125	16
1.6 THP 125 Allure	£19000	120	129	16
1.6 THP 156 Allure	£20150	154	129	20
1.6 THP 156 Felina	£21750	154	129	20
1.6 HDi 92 Access	£16845	91	93	15
1.6 HDi 92 Active	£18545	91	93	15
1.6 BlueHDi 120 Active	£19745	118	82	22
1.6 BlueHDi 120 Allure	£20945	118	84	24
1.6 e-HDi 115 Access	£17645	113	95	18
1.6 HDi 115 Allure	£19345	113	95	18
1.6 HDi 115 Allure	£20545	113	100	18
1.6 e-HDi 115 Felina	£22145	113	100	19
2.0 BlueHDi 150 Active	£20395	148	99	24
2.0 BlueHDi 150 Allure	£21845	148	105	25
2.0 BlueHDi 150 Felina	£23445	148	105	26

308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader. ★★★★★				
1.2 PureTech 110 Access	£17145	108	109	13
1.2 PureTech 110 Active	£18845	108	109	13
1.2 PureTech 110 Allure	£20045	81	111	13
1.2 PureTech 130 Active	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 BlueHDi 120 Active	£20745	118	85	20
1.6 BlueHDi 120 Allure	£21945	118	88	21
1.6 e-HDi 115 Access	£18345	113	95	18
1.6 e-HDi 115 Felina	£22845	113	100	19
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 150 Access	£17845	91	99	15
1.6 HDi 150 Active	£19545	91	99	15
2.0 BlueHDi 150 Active	£21095	148	99	24
2.0 BlueHDi 150 Felina	£24145	148	105	26

508 4dr saloon Very competent and likeable package. 163 HDi the best. ★★★★★				
1.6 HDi 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22045	113	111	24
1.6 e-HDi 115 Allure Nav	£24895	113	111	25
2.0 HDi 140 Active Nav	£22445	140	119	27
2.0 HDi 140 Allure Nav	£25295	140	119	28
2.0 BlueHDi 150 Allure Nav	£26395	148	109	30
2.0 HDi 163 Allure Nav auto	£27195	161	140	30
2.0 HDi Hybrid4 Allure Nav	£32600	200	91	36

508 SW 5dr estate As good as saloon, only better looking. ★★★★★				
1.6 e-HDi 115 Active Nav	£113	112	24	
1.6 e-HDi 115 Allure Nav	£26295	113	112	25
2.0 BlueHDi 150 Allure Nav	£27795	148	110	30
2.0 HDi 140 Active Nav	£23645	140	125	27
2.0 HDi 140 Allure Nav	£26695	140	125	28
2.0 HDi 163 Allure Nav auto	£28595	161	144	30
2.2 HDi 200 GT	£32045	201	144	37

3008 5dr mpr Efficient and well-mannered but short on space and style. ★★★★★				
1.2 VTI 82 Access +	£13195	81	114	10
1.2 VTI 82 Active	£14295	81	114	11
1.2 VTI 82 Allure	£15595	81	114	11
1.6 VTI 120 Allure	£16750	118	135	20
1.6 VTI 120 Felina Calima	£18150	118	135	19
1.6 VTI 120 Felina Mistral S-S	£18450	118	135	19
1.4 HDi 70 Access +	£14495	67	104	10
1.4 HDi 70 Active	£15595	67	104	10
1.6 e-HDi 92 Active S-S	£16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Felina Calima	£19145	91	103	17
1.6 e-HDi 92 Felina Mistral	£19445	91	103	17
1.6 e-HDi 115 Allure S-S	£18345	113	105	20
1.6 e-HDi 115 Felina Calima SS	£19745	113	105	20
1.6 e-HDi 115 Felina Mistral S	£20045	113	105	20

3008 5dr mpr Good handling and flexible cabin. Split tailgate a useful touch. ★★★★★				
1.6 VTI 163 Allure Au	£25015	161	145	23
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Active	£19250	118	155	17
1.6 VTI 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	154	23
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Active	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£21645	113	110	18
1.6 e-HDi 115 Allure EGC	£23595	113	112	17
2.0 HDi FAP 150 Active	£21900	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	24
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31

5008 HDi Hybrid 4 mpr	£28245	197	99	31
5008 5dr Allure Well resolved ride and handling with a useful 7-seat interior	★★★★★			
1.6 VTI 120 Access	£19350	118	159	13
1.6 VTI 120 Active	£21100	118	159	15
1.6 THP 156 Active	£21100	154	163	16
1.6 THP 156 Allure	£23750	154	163	19
1.6 e-HDi 115 Access EGC	£21895	113	116	17
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 e-HDi 115 Allure	£21045	113	124	16
1.6 e-HDi 115 Active	£22745	113	128	17
1.6 e-HDi 115 Allure	£24550	113	135	16
1.6 e-HDi 150 Active	£23750	148	130	22
1.6 e-HDi 163 Active auto	£25750	161	149	20
1.6 e-HDi 163 Allure	£25650	161	140	20
2.0 HDi 163 Allure auto	£26950	161	149	19
5008 Zdr coupe Classy, interesting, fun coupe	★★★★★			
1.6 THP 156 2dr	£22350	154	149	27
1.6 THP 156 GT	£24750	154	149	28
1.6 THP 200 GT	£24495	157	155	33
1.6 THP 200 GT Sport	£27150	157	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 HDi 163 Sport	£24200	161	130	29

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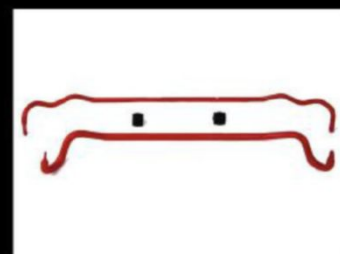
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BRANDS HATCH

4/5 April	British Touring Cars
11/12 April	Truck Racing
17-19 April	MCE British Superbikes
9/10 May	Blancpain GT Series (GP)
23/24 May	Masters Historic Festival (GP)
7 June	American SpeedFest
21 June	TunerFest (South)
28 June	Mini Festival
11/12 July	HSCC Historic Superprix (GP)
17-19 July	MCE British Superbikes (GP)
1/2 August	British GT/BRDC F4 (GP)
15/16 August	Lotus Festival (GP)
12/13 September	Supercar Challenge (GP)
10/11 October	British Touring Cars (GP)
16-18 October	MCE British Superbikes (GP)
7/8 November	Truck Racing & Fireworks

OULTON PARK

4 & 6 April	British GT/BRDC F4
2-4 May	MCE British Superbikes
6/7 June	British Touring Cars
11 July	TunerFest (North)
18 July	Vintage Sports Car Festival
31 July/1-2 August	CarFest North
8 August	Mini Festival
29/31 August	The Oulton Park Gold Cup
4-6 September	MCE British Superbikes
7 November	Stage Rally & Fireworks

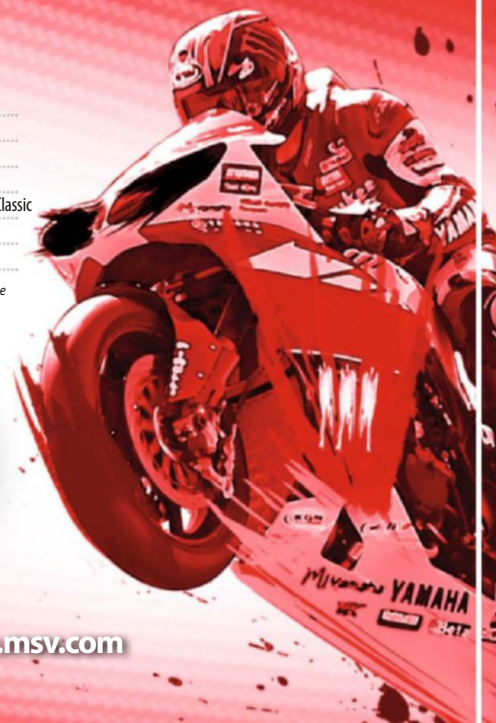
SNETTERTON

29 March	Masters Race Day
31 May	Retro Kings Show
19-21 June	MCE British Superbikes
8/9 August	British Touring Cars
22/23 August	British GT/BRDC F4
19/20 September	Truck Racing
27 September	The Snetterton Vintage Festival

CADWELL PARK

29 March	Stage Rally
25 April	Modified Live Show
7 June	Vintage Sports Car Festival
27/28 June	HSCC Wolds Trophy
25/26 July	Cadwell Park International Classic
21-23 August	MCE British Superbikes
15 November	Stage Rally

Please note all dates are provisional and subject to change



MSV

For tickets and more information: 0843 453 9000 www.msv.com

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.4 85 SE	£13095	84	139	9
1.4 85 Toca	£13420	84	139	11
1.2 TSI 105 SE DSG	£14735	104	124	12
1.2 TSI 105 FR	£14740	104	119	12
1.2 TSI 105 FR DSG	£15835	104	124	12
1.4 TSI 140 ACT FR	£16045	138	109	12
1.4 TSI 140 ACT FR Edition	£16660	138	109	22
1.2 TDI 75 S A-C	£13855	74	102	7
1.2 TDI 75 S A-C Ecotimote	£14380	74	92	7
1.2 TDI 75 SE Ecotimote	£14910	74	92	7
1.6 TDI 105 SE	£15460	104	112	14
1.6 TDI 105 SE	£16460	104	112	14
1.2 TDI 143 FR	£17635	141	123	22
IBIZA 5dr estate Rivals are more practical but Ibiza is fun	★★★★☆			
1.2 70 S A-C	£12660	69	128	5
1.4 85 SE	£13795	84	139	9
1.4 85 Toca	£14120	84	139	11
1.2 TSI 105 SE DSG	£15435	103	124	12
1.2 TSI 105 FR	£15440	103	119	12
1.4 TSI 140 ACT FR	£16745	138	109	12
1.2 TDI 75 S A-C	£14555	74	102	7
1.2 TDI 75 S A-C Ecotimote	£15080	74	92	7
1.2 TDI 75 SE Ecotimote	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression	★★★★☆			
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI CR SE Ecotimote	£17150	104	104	15
1.6 TDI CR SE Ecotimote	£18370	104	106	15
LEON 3dr hatch Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆			
1.6 TDI 110 SE Ecotimote	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 140 FR	£19265	138	119	18
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
2.0 TSI 280 Cupra	£27210	276	154	32
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	20
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆			
1.6 TDI 110 SE Ecotimote	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 140 FR	£19565	138	119	18
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TDI 280 Cupra	£27510	276	154	32
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
LEON 5dr estate Sharp looks and handling. Inevitably back from the Golf's quality	★★★★☆			
1.2 TSI 105 S	£16675	104	112	14
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecotimote	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive	★★★★☆			
1.6 TDI 105 I-Tech Ecotimote	£19345	103	119	14
2.0 TDI 140 I-Tech	£20145	138	129	19
XL 1.6 TDI 105 I-Tech Ecotimote	£20065	103	119	13
XL 2.0 TDI 140 I-Tech	£20865	138	129	19
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting	★★★★☆			
2.0 TDI 140 Ecotimote S	£25630	138	146	18
2.0 TDI 140 Ecotimote SE	£27510	138	146	18
2.0 TDI 140 Ecotimote I-Tech	£28630	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22
SKODA				
CITIGO 3dr hatch The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8210	59	105	1
1.0 60 SE	£9060	59	105	1
1.0 60 Monte Carlo	£10590	59	105	2
1.0 60 GreenTech SE	£9420	59	95	1
1.0 60 GreenTech Eleg.	£10000	59	95	1
1.0 75 GreenTech Eleg.	£10390	74	98	2
CITIGO 5dr hatch The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8560	59	105	1
1.0 60 SE	£9410	59	105	1
1.0 60 Monte Carlo	£10940	59	105	2
1.0 60 GreenTech SE	£9770	59	95	1
1.0 60 GreenTech Eleg.	£10350	59	95	1
1.0 75 GreenTech Eleg.	£10740	74	98	2
FABIA 5dr hatch Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆			
1.0 60 S	£10660	59	106	-
1.0 75 S	£11460	74	108	-
1.0 75 SE L	£12760	74	108	-
1.0 75 SE L	£13610	74	108	-
1.2 90 SE L	£13390	89	107	-
1.2 90 SE L	£14240	89	107	-
1.2 110 DSG S	£13740	108	109	-
1.2 110 SE	£14040	108	110	-
1.2 110 SE L	£14890	108	110	-
1.4 TDI 90 S	£14090	89	88	-
1.4 TDI 90 SE	£15390	89	88	-
1.4 TDI 90 SE L	£16240	89	88	-
1.4 TDI 105 SE L	£16840	104	90	-

WHAT'S COMING WHEN



Audi A6 2017

It's still two years away from production, but Audi design boss Marc Lichte has already signed off the design of the new A6. Taking on BMW's 5 Series and the Mercedes E-Class, the new A6 will be based on the Volkswagen Group's MLB platform and get Prologue concept-inspired styling. **Price** £32,000 (est)

Ferrari 488 GTB Summer 2015
Replacement for the 458 Italia gets a turbocharged V8 engine which produces 660bhp.

Fiat 500X Spring 2015
Fiat's sister car to the Jeep Renegade will be offered with four-wheel drive.

Ford S-Max Summer 2015
Second-generation S-Max MPV gets Mondeo-inspired looks and a plush new cabin.

Honda HR-V Summer 2015
Honda wants a piece of the booming compact SUV segment with its all-new HR-V.

Hyundai Santa Fe Late 2015
Subtle refresh for big SUV will actually make the i10 city car Hyundai's oldest model by end of this year.

Jeep Grand Cherokee Late 2015
Fiat-Chrysler's future product plan has revealed that a revised version of the Grand Cherokee is on its way.

Kia Optima Summer 2015
All-new Optima will be offered as a hybrid and take on the Ford Mondeo and Volkswagen Passat.

Maserati Levante 2016
We'll see the final version of Maserati's long-awaited new luxury SUV before the year is out.

Mazda 6 Spring 2015
Changes for the CX-5 SUV are mirrored on the saloon, hatchback and estate, with prices starting from £19,795.

Mitsubishi L200 September 2015
New version of the L200 pick-up truck is on the way

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BMW 7 Series 2016

BMW's flagship luxury saloon will receive its public debut at the Frankfurt motor show in September before going on sale early in 2016. This latest 7 Series uses lightweight materials and a modular platform, which together allow BMW to shed up to 200kg in weight. As well as targeting luxury buyers, BMW is also looking at creating a new M7, which would likely get around 600bhp. **Price** £65,000 (est)

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group			
1.33 VTI-I Icon	E18745	89	127	8	CORSA 3dr hatch	Very refined, stylish and practical.	1.61 200 Sport S-S	E21295	202	168	25	1.41 140 SE S-S	E20684	138	131	15	2.0 CDTi 130 SRI	E25475	129	137	15	2.0 TDI 184 GTD	E25765	181	109	26	
1.4 D-40 Active	E17395	89	109	10	Engines not so good	1.61 200 SRI S-S	E22520	202	168	25	1.41 140 SRI Nav	E21534	138	131	15	2.0 CDTi 130 SE	E25520	129	137	15	GOLF 5dr hatch	The complete package. Reassuringly expensive.	1.91650	89	98	10	
1.4 D-40 Icon	E22595	89	109	10	1.01 90 S-S Design	E12730	89	102	9	1.7 CDTi 110 eFLEX 109g SRI S-S	E23075	109	109	14	2.0 CDTi 130 Elite	E22020	129	137	15	1.6 TDI 90 S	E19650	89	98	10			
1.4 D-40 Icon	E20095	89	109	10	1.01 90 S-S SRI	E13425	89	102	-	1.7 CDTi 130 eFLEX SRI 109g S-S	E23675	109	109	14	2.0 CDTi 165 Tech Line	E22020	129	137	15	2.0 TSI 300 R	E30105	296	165	34			
1.4 D-40 Sport	E20795	89	109	10	1.01 90 S-S SE	E14070	89	102	-	1.7 CDTi 130 eFLEX Sp. 109g S-S	E22445	109	109	14	2.0 CDTi 165 Exclusiv	E24740	163	139	19	2.0 TSI 300 R	E30105	296	165	34			
1.6 V-matic Icon	E19095	130	140	14	1.0825 113 -	1.2	1.2	1.2	1.2	1.7 CDTi 165 Sport auto	E23480	163	149	20	2.0 CDTi 165 SRI	E26090	163	139	19	2.0 TSI 300 R	E30105	296	165	34			
1.6 V-matic Sport	E19805	130	143	14	1.01115 S-S Sting	E10995	113	-	-	2.0 CDTi 165 SRI auto	E24705	163	149	20	2.0 CDTi 165 SE	E26135	163	139	19	2.0 TSI 300 R	E30105	296	165	34			
1.6 VTI-I Icon Hybrid	E21745	134	85	7	1.01115 S-S SRI VX-Line	E14460	113	-	-	1.41 160 120 Sport S-S	E19055	118	139	13	2.0 CDTi 165 SE	E27635	163	139	19	2.0 TSI 300 R	E30105	296	165	34			
1.6 V-matic Excel	E21350	130	143	14	1.21 70 Life	E10900	69	126	2	1.41 160 140 Sport S-S	E19945	138	139	16	2.0 CDTi 165 SE	E27740	192	149	19	2.0 TSI 300 R	E30105	296	165	34			
1.8 VTI-I Excel Hybrid	E23990	134	85	7	1.21 70 Sting	E8995	69	126	-	1.41 160 120 SRI S-S	E20770	118	139	14	2.0 CDTi 165 SE	E27785	192	149	19	2.0 TSI 300 R	E30105	296	165	34			
PRIVUS 5dr hatch	Clever and appealing in its own right, not just as a hybrid	1.21 70 Design	E10900	69	126	-	1.41 160 140 SRI S-S	E21170	138	139	16	2.0 CDTi 165 SE	E21234	118	104	15	2.0 CDTi 165 SE	E29285	192	149	19	2.0 TSI 300 R	E30105	296	165	34	
1.8 VTI-I T3	E21995	134	92	15	1.21 70 SRI	E11595	69	126	-	2.0 T20 VXR	E27315	276	189	35	2.0 CDTi 165 SE	Compact and competent, but short on persuasive quality	E24564	118	104	15	2.0 TSI 300 R	E30105	296	165	34		
1.8 VTI-I T4	E23745	134	92	15	1.21 70 SRI VX-Line	E12630	69	126	-	1.7 CDTi 110 ecoFLEX Sport S-S	E20850	109	114	14	2.0 CDTi 165 SE	E25414	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
1.8 VTI-I T Spirit	E25295	134	92	15	1.21 70 SE	E12240	69	126	-	1.7 CDTi 110 eFLX Sp. 109g S-S	E21845	109	109	14	2.0 CDTi 165 SE	E26199	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
1.8 VTI-I Plug-In	E3395	134	92	15	1.41 90 Life	E11245	89	121	6	1.7 CDTi 130 ecoFLEX SRI S-S	E22080	109	114	14	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
PRIVUS+ 5dr mpv	Expensive and ugly. Bigger though	1.41 90 Sting	E11245	89	121	-	1.7 CDTi 130 ecoFLEX Sport S-S	E22680	129	114	14	2.0 CDTi 165 SE	E23034	118	104	15	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34	
1.8 VTI-I Icon	E26145	178	96	11	1.41 90 Easytronic Design	E11905	89	121	-	2.0 CDTi 165 SE	E22000	163	127	20	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
1.8 VTI-I Excel	E29445	178	101	12	1.41 90 SRI	E11905	89	121	-	2.0 CDTi 165 SE	E22000	163	127	20	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
RAV4 5dr 4x4	A solid option, but ultimately outgunned by Korean competition	1.41 90 SRI VX-Line	E11905	89	121	-	2.0 CDTi 165 SE	E22000	163	127	20	2.0 CDTi 165 SE	E27184	118	104	15	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34	
2.0 V-matic CVT Icon 4WD	E26000	150	167	29	1.41 90 SE	E12585	89	121	-	CASCADA 2dr open	Comfortable and credible	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34	
2.0 V-matic CVT Icon 4WD	E22495	124	127	26	1.41 100 Turbo SRI	E13630	99	119	-	alternative to the usual ragdolls	1.61 200 200 Elite	E26250	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34		
2.0 D-40 Icon 2WD	E24995	124	127	26	1.41 100 Turbo SRI VX-Line	E13240	99	119	-	1.61 200 200 Elite	E26250	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.0 D-40 Icon 4WD	E26000	124	127	26	1.3 CDTi 75 S-S Life	E13150	74	-	6	1.41 140 SE S-S	E24030	138	148	20	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.0 D-40 Invinible 2WD	E26695	124	127	27	1.3 CDTi 75 S-S SRI	E13845	74	-	-	1.41 140 SE S-S	E26715	138	148	21	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.0 D-40 Invinible 4WD	E27700	124	137	26	1.3 CDTi 75 S-S SRI VX-Line	E14880	74	-	-	1.61 200 200 Elite	E27130	168	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.2 D-40 Icon 4WD	E26800	148	149	29	1.3 CDTi 75 S-S SRI	E14490	74	-	-	1.61 200 200 Elite	E26115	163	138	23	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.2 D-40 Invinible 4WD	E28500	148	149	29	1.3 CDTi 75 S-S SRI	E14345	94	85	9	2.0 CDTi 165 SE S-S	E28215	163	138	23	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
AVENSIS 4dr saloon	Nothing wrong, but nothing exceptional. Good spec	1.3 CDTi 95 S-S SRI VX-Line	E15380	94	85	-	2.0 CDTi 165 SE S-S	E29700	192	138	27	2.0 CDTi 165 SE	E24814	138	104	19	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34	
1.8 V-matic Active	E17700	145	152	17	1.3 CDTi 95 S-S SRI	E14990	94	85	-	AMPERA 5dr hatch	can meet the asking price	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34	
1.8 V-matic Icon	E20300	145	152	18	CORSA 5dr hatch	Very refined, stylish and practical.	1.61 200 200 Elite	E28350	202	168	24	16kW Positiv	E33750	149	27	20	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34	
1.8 V-matic Icon	E23250	145	152	18	Engines not so good	1.01 90 S-S Design	E14330	89	102	-	INSIGNIA 4dr saloon	Nearly as good as a Mondeo.	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34
1.8 V-matic Icon	E18695	124	119	22	1.01 90 S-S SRI	E14025	89	102	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.0 D-40 Icon	E21295	124	119	22	1.01 90 S-S SE	E14670	89	102	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.0 D-40 Icon	E24245	124	119	22	1.01115 S-S Sting	E11425	113	-	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.0 D-40 Excel	E24495	124	119	22	1.01115 S-S SRI VX-Line	E15060	113	-	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.2 D-40 150 Icon	E23450	148	143	25	1.21 70 Life	E15060	113	-	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.2 D-40 150 Icon	E25250	148	143	25	1.21 70 Sting	E9955	69	126	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.2 D-40 150 Icon	E25500	148	143	25	1.21 70 Sting	E15060	113	-	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.2 D-CAT 150 Icon	E23400	148	165	25	1.21 70 Sting	E12195	69	126	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.2 D-CAT 150 Icon	E26350	148	165	25	1.21 70 Sting	E15060	113	-	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.2 D-CAT 150 Excel	E26955	148	167	26	1.21 70 Sting	E12195	69	126	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
AVENSIS TOURER 5dr estate	Nothing wrong, but nothing exceptional. Good spec	1.41 90 Life	E11845	89	121	-	2.0 CDTi 165 SE	E29700	192	138	27	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34	
1.8 V-matic Active	E18750	145	153	17	1.41 90 Sting	E9940	89	121	-	INSIGNIA 5dr hatch	Nearly as good as a Mondeo.	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34	
1.8 V-matic Icon	E21350	145	153	18	1.41 90 Sting	E11845	89	121	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
1.8 V-matic Icon	E24300	145	153	18	1.41 90 Sting	E11845	89	121	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.0 D-40 Active	E19745	124	120	22	1.41 90 Sting	E11845	89	121	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.0 D-40 Icon	E22345	124	120	22	1.41 90 Sting	E11845	89	121	-	1.61 200 200 Elite	E28350	202	168	24	2.0 CDTi 165 SE	E27184	118	104	15	2.0 TSI 300 R	E30105	296	165	34			
2.0 D-40 Icon	E25295	124	120	22	1.41 90 Sting	E11845	89	121	-	1.61 200 200 Elite	E28350	202</															

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDI 240 BITDI SCR R-Line	£35505	237	139	28
PASSAT 5dr estate Supremely well-executed family-sized saloon	★★★★★			
1.6 TDI 120 GT	£26835	118	110	13
1.6 TDI 120 S	£23745	118	107	15
1.6 TDI 120 SE	£24840	118	107	12
1.6 TDI 120 SE Business	£25540	118	107	12
2.0 TDI 150 GT	£27960	148	110	19
2.0 TDI 150 R-Line	£28955	148	110	19
2.0 TDI 150 S	£24870	148	107	21
2.0 TDI 150 SE	£25965	148	107	19
2.0 TDI 150 SE Business	£26665	148	107	19
2.0 TDI 190 GT	£29310	187	109	23
2.0 TDI 190 R-Line	£30305	187	109	23
2.0 TDI 240 BITDI SCR GT	£36040	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37035	237	140	28
PHAEON 4dr saloon Big VW feels old now, and struggles to justify its price	★★★★★			
3.0 V6 TDI 240 SWB	£55055	236	224	45
3.0 V6 TDI 240 LWB	£57615	236	224	45
TOURAN 5dr mpv Good chassis but little inspiration.	★★★★★			
1.2 TSI 105 S	£28350	177	150	24
1.4 TSI 140 SE	£19790	104	149	12
1.6 TDI 105 Blue Tech S	£23600	138	159	18
1.6 TDI 105 Blue Tech SE	£21600	104	121	14
1.6 TDI 105 BlueTech SE	£23705	104	121	14
2.0 TDI 140 Blue Tech SE	£25470	138	127	19
2.0 TDI 140 BlueTech Sp.	£26930	138	127	19
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper	★★★★★			
2.0 TDI 177 SE	£30555	177	152	23
2.0 TDI 177 SEL	£33455	177	152	23
1.4 TSI 150 S	£25320	148	167	16
1.4 TSI 150 SE	£27630	148	167	16
2.0 TSI 200 SEL DSG	£33775	197	198	25
2.0 TDI 115 S	£25890	113	146	14
2.0 TDI 140 S	£26640	138	146	18
2.0 TDI 140 SE	£28950	138	146	18
2.0 TDI 140 SEL	£31850	138	146	18
2.0 TDI 140 Exec	£32100	138	146	18
TIGUAN 5dr 4x4 Dull but capable soft rider. Pricey, but good ride and handling	★★★★★			
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
1.4 TSI 160 Match 4WD	£25645	158	178	21
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-Line 4WD	£29180	208	199	22
2.0 TDI 110 BMT S 2WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-Line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-Line 4WD	£29755	175	151	23
TOUAREG 5dr 4x4 Good value, and a great blend of comfort and fitness	★★★★★			
3.0 V6 TDI 204 SE	£43415	204	173	39
3.0 V6 TDI 204 R-Line	£46415	204	173	40
3.0 V6 TDI 262 SE	£45215	258	174	42
3.0 V6 TDI 262 R-Line	£48215	258	174	42
3.0 V6 TDI 262 Escape	£45415	258	180	42
CARAVELLE 5dr mpv Rugged workhorse to carry people	★★★★★			
2.0 TDI 140 SE SWB	£35658	138	189	26
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£37818	138	189	26
2.0 TDI 140 Exec SWB	£38478	138	189	26
2.0 TDI 140 Exec 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£37698	177	192	31
2.0 BITDI 180 SE 4M SWB	£40524	177	208	32
2.0 BITDI 180 SE LWB	£39858	177	192	31
2.0 BITDI 180 Exec SWB	£40518	177	192	31
2.0 BITDI 180 Exec DSG	£42414	177	199	31
2.0 BITDI 180 Business SWB DSG	£67944	177	214	31
2.0 BITDI 180 Bus. 4Mot. SWB DSG	£70845	177	232	31
2.0 BITDI 180 Ex. 4M SWB	£43344	177	208	32
VOLVO V40 5dr hatch New hatchback adds Swedish flavour to stock Ford platform	★★★★★			
1.6 T2 120 ES	£18995	118	124	19
1.6 T2 120 ES Nav	£20195	118	124	19
1.6 T2 120 SE	£20520	118	124	19
1.6 T2 120 SE Nav	£21720	118	124	19
1.6 T2 120 SE Lux Nav	£23720	118	124	19
1.6 T2 120 R-Design	£21295	118	124	19
1.6 T2 120 R-Design Nav	£22495	118	124	19
1.6 T2 120 R-Design Lux Nav	£24170	118	124	21
1.6 T2 150 ES	£20945	148	124	20
1.6 T2 150 ES Nav	£22145	148	124	21
1.6 T2 150 SE	£22470	148	124	21
1.6 T2 150 SE Nav	£23670	148	124	21
1.6 T2 150 SE Lux Nav	£25670	148	124	22
1.6 T2 150 R-Design	£23245	148	124	20
1.6 T2 150 R-Design Nav	£24445	148	124	21
1.6 T2 150 R-Design Lux Nav	£26120	148	124	22
1.6 T4 180 SE	£27170	177	129	26
1.6 T4 180 R-Design Lux Nav	£27620	177	129	26
1.6 T4 180 C-Country Lux Nav	£28170	177	129	24
2.5 T5 254 R-Design Lux Nav	£31900	251	189	35
2.5 T5 254 C-Ctry Lux Nav AWD	£34140	251	194	30
1.6 D2 115 ES	£20795	113	88	17
1.6 D2 115 ES Nav	£21995	113	88	17
1.6 D2 115 SE	£22320	113	88	17
1.6 D2 115 SE Nav	£23520	113	88	17
1.6 D2 115 SE Lux	£24320	113	88	18
1.6 D2 115 SE Lux Nav	£25520	113	88	18
1.6 D2 115 R-Design	£23095	113	88	17
1.6 D2 115 R-Design Nav	£24295	113	88	17
1.6 D2 115 R-Design Lux Nav	£24770	113	88	18
1.6 D2 115 R-Design Lux Nav	£25970	113	88	18
1.6 D2 115 C-Country SE	£23320	113	99	16
1.6 D2 115 C-Country SE Nav	£24520	113	99	16
1.6 D2 115 C-Country Lux	£25320	113	99	17
1.6 D2 115 C-Country Lux Nav	£26520	113	99	17
2.0 D3 150 SE	£23570	148	114	22
2.0 D3 150 SE Nav	£24770	148	114	22
2.0 D3 150 SE Lux Nav	£26770	148	114	23
2.0 D3 150 R-Design	£24345	148	114	21
2.0 D3 150 R-Design Nav	£25545	148	114	22
2.0 D3 150 R-Design Lux Nav	£27220	148	114	23
2.0 D3 150 C-Country SE	£24570	148	117	21
2.0 D3 150 C-Country SE Nav	£25770	148	117	21
2.0 D3 150 C-Country Lux Nav	£27770	148	117	22
2.0 D4 190 SE	£24570	187	99	26
2.0 D4 190 SE Nav	£25770	187	99	26
2.0 D4 190 SE Lux Nav	£27770	187	99	27
2.0 D4 190 R-Design	£25345	187	99	25
2.0 D4 190 R-Design Nav	£26545	187	99	25
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE	£26770	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
S60 4dr saloon T6 is rapid, all-weather sports car, if a niche choice	★★★★★			
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30545	113	103	20
1.6 D2 R-Design Lux S-S	£29245	113	103	20
1.6 D2 R-Design S-S	£28045	113	103	18
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£28845	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE S-S	£26545	113	103	18
1.6 T3 R-Design Nav S-S	£28375	148	135	23
1.6 T3 SE Nav S-S	£26875	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32395	134	114	25
2.0 D3 R-Design Lux S-S	£31195	134	114	25
2.0 D3 R-Design Nav S-S	£29895	134	114	24
2.0 D3 SE Lux Nav S-S	£30695	134	114	24
2.0 D3 SE Nav S-S	£28395	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29
2.0 D4 R-Design Lux S-S	£32445	178	99	29
2.0 D4 R-Design Nav S-S	£31145	178	99	28
2.0 D4 R-Design S-S	£29945	178	99	28
2.0 D4 SE Lux Nav S-S	£31945	178	99	29
2.0 D4 SE Lux S-S	£30745	178	99	29
2.0 D4 SE Nav S-S	£29645	178	99	28
2.0 D4 SE S-S	£28445	178	99	27
2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.4 D5 R-Design Nav S-S	£32895	212	119	30
2.4 D5 SE Lux Nav S-S	£33695	212	119	30
1.6 T3 Business Edition S-S	£20675	148	135	21
1.6 T3 R-Design S-S	£21775	148	135	23
1.6 T3 R-Design Edition S-S	£21545	113	103	17
2.0 D3 Business Edition S-S	£22195	134	114	22
2.0 D3 SE S-S	£27195	134	114	23
2.0 D3 SE Lux S-S	£29495	134	114	24
2.0 D3 R-Design S-S	£28695	134	114	23
2.0 D4 Business Edition S-S	£23445	178	99	26
V60 5dr estate Appealing cabin, nice looks and smooth drive. Too small	★★★★★			
1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20
1.6 D2 R-Design Lux S-S	£31845	113	108	19
1.6 D2 R-Design Nav S-S	£30445	113	108	18
1.6 D2 R-Design S-S	£29245	113	108	18
1.6 D2 SE Lux Nav S-S	£31345	113	108	19
1.6 D2 SE Lux S-S	£30145	113	108	19
1.6 D2 SE Nav S-S	£28945	113	108	18
1.6 D2 SE S-S	£27745	113	108	17
1.6 T3 R-Design Nav S-S	£29450	148	139	23
1.6 T3 SE Nav S-S	£28205	148	139	22
2.0 D3 R-Design Lux Nav S-S	£33695	134	119	25
2.0 D3 R-Design Lux S-S	£32495	134	119	24
2.0 D3 R-Design Nav S-S	£31095	134	119	24
2.0 D3 SE Nav S-S	£31995	134	119	25
2.0 D3 SE Lux Nav S-S	£32995	134	119	23
2.0 D4 R-Design Lux Nav S-S	£34945	178	103	29
2.0 D4 R-Design Lux S-S	£33745	178	103	29
2.0 D4 R-Design Nav S-S	£32345	178	103	28
2.0 D4 R-Design S-S	£31145	178	103	28
2.0 D4 SE Lux Nav S-S	£33245	178	99	29
2.0 D4 SE Lux S-S	£32045	178	99	29
2.0 D4 SE Nav S-S	£30845	178	99	28
2.0 D4 SE S-S	£29645	178	99	27
2.4 D5 R-Design Lux Nav S-S	£36695	212	120	31
2.4 D5 R-Design Nav S-S	£34095	212	120	29
2.4 D5 SE Lux Nav S-S	£34995	212	120	30
1.6 T3 Business Edition S-S	£22005	148	139	21
1.6 T3 SE S-S	£27005	148	139	22
1.6 T3 R-Design S-S	£28505	148	139	23
3.0 T6 Polestar	£49755	346	237	38
1.6 D2 Business Edition S-S	£22745	113	108	17
2.0 D3 Business Edition S-S	£23395	134	119	22
2.0 D3 SE S-S	£28395	134	119	23
2.0 D3 SE Lux S-S	£30795	134	119	24
2.0 D3 R-Design S-S	£29895	134	119	24
2.0 D4 Business Edition S-S	£24645	178	99	26
2.4 D6 AWD Plug-in Hybrid	£49975	275	48	-
2.4 D6 AWD Plug-in Hybrid	£51675	275	48	-
V70 5dr estate Spacious, but suffers from vague steering and old engines	★★★★★			
1.6 D2 SE Lux S-S auto	£33220	113	111	21
1.6 D2 SE Nav S-S auto	£31620	113	111	19
2.0 D3 SE Nav S-S	£31620	161	119	25
2.0 D4 SE Lux S-S	£34720	178	113	30
2.0 D4 SE Nav S-S	£33120	178	113	29
2.4 D5 SE Nav S-S	£34570	212	126	30
1.6 D2 Business Edition S-S auto	£25695	113	111	18
2.0 D3 Business Edition S-S	£25695	161	119	26
2.0 D3 SE Lux S-S	£33220	161	119	26
2.0 D4 Business Edition S-S	£27195	178	113	28
2.0 D5 Business Edition S-S	£28645	161	126	29
2.4 D5 SE Lux S-S	£36170	212	126	32
S80 4dr saloon Refined, high-quality exec saloon.	★★★★★			
Poor ride and residuals	★★★★★			
1.6 D2 SE Lux S-S auto	£32220	113	109	21
1.6 D2 SE Nav S-S auto	£30720	113	109	20
2.0 D4 SE Lux S-S	£33720	178	104	29
2.0 D4 SE				

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50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

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Braking 60-0mph Recorded on a high-grip surface at a test track
Mph/1000rpm Figure is the speed achieved in top gear

ALFA ROMEO													
MITO 3dr hatch ★★★★★													
1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	184	23.2	36/42	1265	7.4/10	
GIULIETTA 5dr hatch ★★★★★													
2.0 JTDm	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8	40/57	1475	13.1/10	

ALPINA													
B3 BITURBO 4dr saloon ★★★★★													
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8/13	

ARIEL													
ATOM 0dr open ★★★★★													
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8/11	

ASTON MARTIN													
V8 Vantage 2dr coupé ★★★★★													
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4/07	
RAPIDE 4dr coupé ★★★★★													
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6	19/23	1990	20.3/13	

AUDI													
A1 3dr hatch ★★★★★													
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2	34/43	1165	10.1/10	
S1	155	5.9	14.4	5.2	5.4	2.6	228	273	25.6	30/39	1390	28.5/14	

A3 3dr/5dr hatch ★★★★★													
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9/12	
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258	30.7	45/49	1540	31.1/14	
RS3	155	4.5	11.2	4.2	6.9	2.1	335	332	34.6	28/34	1640	6.7/11	

A4 4dr saloon/5dr estate ★★★★★													
2.0 TDI SE	134	9.7	29.4	11.3	9.7	2.6	141	236	32.7	38/48	1605	20.2/08	
RS4	174	4.4	10.3	3.9	7.7	2.9	444	317	28.9	20/32	1795	17.1/12	

A5 2dr coupé/cabriolet ★★★★★													
3.0 TDI quattro	155	6.4	16.6	5.9	8.0	2.7	237	368	35.7	32/43	1755	25.7/07	
3.0 TDI cabrio	153	7.1	20.2	6.6	*4.0	2.9	237	368	32.4	34/38	2035	12.9/09	
RS5 4.2 V8	155	4.6	10.7	4.0	5.9	2.7	444	317	29.0	22/30	1855	27.1/10	

A6 4dr saloon/5dr estate ★★★★★													
2.0 TDI SE	141	8.9	24.1	7.7	9.3	2.8	175	280	34.4	44/55	1675	4.5/11	
3.0 TDI SE	155	7.2	20.3	6.4	3.9	2.9	201	295	39.9	34/46	1805	19.1/11	
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0	20/28	2010	3.7/13	

A7 Sportback 4dr saloon ★★★★★													
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9	31/40	1940	9.2/11	
A8 4dr saloon ★★★★★													
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6/10	

TT 2dr ★★★★★													
2.5 RS	155	4.7	11.4	4.4	4.8	2.6	335	332	27.4	24/33	1450	19.8/09	
NEW TT 2dr ★★★★★													
2.0 TFSI S-line	155	6.6	14.5	5.0	6.5	2.5	227	273	30.1	29/35	1305	26.1/14	

Q3 5dr 4x4 ★★★★★													
2.0 TDI SE	132	8.3	25.5	8.1	*11.5	2.7	175	280	35.8	33/46	1710	16.1/11	
RS	155	5.0	12.6	4.5	8.3	2.8	306	310	32.4	32.4	1655	1.1/14	

Q5 5dr 4x4 ★★★★★													
2.0 TDI SE	125	9.9	34.2	10.2	9.9	2.8	168	258	29.8	29/37	1880	14.1/09	
Q7 5dr 4x4 ★★★★★													
3.0 TDI SI	131	8.6	25.0	8.3	*4.9	2.9	230	369	29.9	23/30	2325	16.8/06	

R8 2dr coupé ★★★★★													
4.2 V8	187	4.4	10.5	4.2	6.7	2.7	414	317	24.0	16/22	1560	23.5/07	
5.2 V10 Spyder	195	4.1	8.9	3.2	5.5	2.4	518	391	24.3	17/25	1720	24.3/10	

BENTLEY													
CONTINENTAL 2dr coupé ★★★★★													
GTC V8	187	4.5	10.8	3.9	*2.7	2.8	500	487	27.4	18/27	2470	4.4/12	
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516	34.9	7/15	2375	1.6/11	

FLYING SPUR 4dr saloon ★★★★★													
W12	200	4.5	10.4	3.6	8.4	3.0	616	590	44.5	18/26	2475	7.8/13	
MULSANNÉ 4dr saloon ★★★★★													
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752	44.8	18/21	2745	21.9/11	

BMW													
1-SERIES 3dr hatch ★★★★★													
116i Sport 3dr	130	8.7	25.7	8.9	5.4	2.9	134	162	21.7	34/48	1365	12.1/11	
M135i	155	4.6	11.4	4.0	6.8	2.6	315	322	35.9	30/41	1545	14.1/12	

2-SERIES 3dr coupé ★★★★★													
220d SE	143	7.8	20.9	7.3	8.8	2.9	122	280	39.6	46/62	1450	19.3/14	
M235i	155	6.3	14.7	5.7	5.4	2.7	381	332	38.1	26/35	1530	23.4/14	
2-SERIES ACTIVE TOURER 5dr MPV ★★★★★													
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.1/14	

3-SERIES 4dr saloon/5dr estate/5dr hatch ★★★★★													
320d Sport	146	7.7	20.9	7.6	9.7	2.6	181	280	36.2	41/57	1535	22.0/12	
330d Touring	155	5.5	14.2	5.1	8.8	2.6	255	413	45.2	43/44	1735	21.1/12	
318d Sport GT	130	9.5	28.6	9.5	12.4	2.7	141	236	36.5	50/57	1615	17.7/13	

4-SERIES 3dr coupé ★★★★★													
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9/13	

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7/14
5-SERIES 4dr saloon/5dr GT/5dr estate ★★★★★												
530d SE	155	6.4	16.1	5.4	*3.3	3.0	241	398	48.1	36/46	1830	31.3/10
520d SE Touring	138	8.1	23.0	8.3	*5.0	2.6	181	280	38.7	38/42	1810	6.1/10
ActiveHybrid5	155	5.6	13.5	5.0	10.5	2.6	335	332	40.4	27/33	1925	23.5/12
M5	155	4.3	9.0	3.6	6.4	2.8	552	502	38.2	19/28	1975	29.1/21
6-SERIES 2dr coupé/2dr open ★★★★★												
640d M Sport	155	5.3	13.1	4.6	*2.7	2.6	309	464	42.1	33/45	1840	2.1/11
650i cabrio	155	5.6	12.4	4.5	7.8	2.6	402	442	38.5	22/29	2085	6.4/11
7-SERIES 4dr saloon ★★★★★												
730d	153	6.9	17.7	6.4	*3.7	2.9	242	398	42.4	29/35	1915	3.1/08
i3 5dr hatch ★★★★★												
1.3 Range Ext'd	93	8.1	—	7.6	*4.9	3.4	168	184	—	294wh/m	1390	22.1/14
i8 2dr coupé ★★★★★												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9/14
Z4 2dr convertible ★★★★★												
sDrive35i	155	5.1	12.3	4.2	*2.5	2.8	302	295	29.0	26/34	1615	10.6/09
X1 5dr 4x4 ★★★★★												
sDrive20d SE	127	8.2	23.6	7.9	10.8	2.7	174	258	35.1	40/52	1572	2.1/09
X3 5dr 4x4 ★★★★★												
xDrive20d SE	130	8.4	27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1/11
X4 5dr 4x4 ★★★★★												
xDrive30d	145	5.9	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8/14
X5 5dr 4x4 ★★★★★												
xDrive M50d	155	5.7	15.3	5.2	9.5	2.9	376	546	40.5	28/34	2265	13.1/13
X6 5dr 4x4 ★★★★★												
xDrive35d	147	7.3	21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6/08

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE		
LOTUS														
ELISE 2dr roadster	★★★★★	1.6	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42 900	26.5.10	
EVORA 2dr coupé	★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33 1382	26.8.09		
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26 1430	30.3.11			
EXIGE S 2dr coupé	★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30 1176	3.4.13		
Exige S														
MASERATI														
GRANTURISMO 2dr coupé	★★★★★	4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27 1975	2.2.08	
GRANCABRIO 2dr open	★★★★★	4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22 2085	14.7.10	
GHIBLI 4dr saloon	★★★★★	Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40 1835	12.3.14	
MAZDA														
3.5dr hatch	★★★★★	2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60 1470	4.12.13	
5.5dr MPV	★★★★★	1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40 1555	16.2.11	
6.4dr saloon/5dr estate	★★★★★	2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56 1480	23.1.13	
CX-5 5dr hatch	★★★★★	2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55 1575	13.6.12	
MX-5 2dr convertible	★★★★★	2.0 Sport	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35 1086	3.1.06	
MCLAREN														
12C 2dr coupé/roadster	★★★★★	3.8 V8 coupé	205	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23 1470	29.6.11	
3.8 V8 Spider	207	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23 1474	8.5.13			
650S 2dr coupé	★★★★★	3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24 1468	30.7.13	
P1 2dr coupé	★★★★★	PI	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	7.5.14	
MERCEDES-BENZ														
A-CLASS 5dr hatch	★★★★★	A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58 1475	7.11.12	
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37 1555	14.8.13			
B-CLASS 5dr MPV	★★★★★	B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52 1495	29.12.12	
C-CLASS 4dr saloon/5dr estate/coupé	★★★★★	C63 AMG	155	4.4	9.7	3.4	5.3	2.8	451	443	35.8	19/24 1830	12.12.07	
C63 AMG Black 186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25 1775	5.9.12				
NEW C-CLASS 4dr	★★★★★	C220 Bluelec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51 1700	23.7.14	
CLA 4dr coupé	★★★★★	220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.4	44/54 1525	26.6.13	
SLK 2dr cc	★★★★★	SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41 1485	27.7.11	
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★★	E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42 1780	24.6.09	
E350 CDI estate/49	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36 1995	17.2.10				
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36 1745	14.4.10			
CLS 4dr coupé	★★★★★	350 BlueEFF.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38 1775	13.4.11	
350 CDI S'Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43 1980	9.1.13			
S-CLASS 4dr saloon/2dr coupé	★★★★★	S350 Bluelec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44 1975	16.10.13	
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25 2070	3.12.14			
GLA 5dr 4x4	★★★★★	220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48 1535	14.5.14	
M-CLASS 5dr 4x4	★★★★★	ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41 2310	2.5.12	
GL 5dr 4x4	★★★★★	GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33 2455	24.7.13	
SL 2dr convertible	★★★★★	SL1500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24 1815	8.8.12	
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21 2000	7.5.08			
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22 1880	8.4.09			
SLS 2dr coupé	★★★★★	SLS	195	3.9	8.0	2.9	5.0	2.3	563	479	30.4	19/24 1710	30.6.10	
MG														
3.5dr hatch	★★★★★	1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41 1150	25.12.13	
6.5dr hatch	★★★★★	1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37 1525	11.5.11	
MINI														
MINI 3dr hatch	★★★★★	Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54 1235	2.4.14	
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45 1160	20.2.13			
CLUBMAN 5dr estate	★★★★★	Cooper D	118	10.8	37.6	11.4	11.9	2.8	108	177	32.3	34/41 1295	31.10.07	
COUNTRYMAN 5dr hatch	★★★★★	Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43 1475	29.9.10	
COUPÉ 2dr coupé	★★★★★	JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46 1230	26.10.11	
ROADSTER 2dr convertible	★★★★★	Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45 1260	9.5.12	
MITSUBISHI														
ASX 5dr hatch	★★★★★	1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57 1490	21.7.10	
OUTLANDER 5dr 4x4	★★★★★	2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45 1675	27.3.13	
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38 1810	16.4.14			
MORGAN														
PLUS 8 2dr convertible	★★★★★	4.8 V8	-	4.9	11.0	4.0	8.3	3.2	390	370	36.0	24/32 1230	22.8.12	
3 WHEELER 2dr convertible	★★★★★	3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
NISSAN														
MICRA 5dr hatch	★★★★★	1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53 1002	19.1.11	
NOTE 5dr hatch	★★★★★	1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54 1036	9.10.13	
PULSAR 5dr hatch	★★★★★	1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57 1307	12.11.14	
JUKE 5dr hatch	★★★★★	Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46 1230	3.11.10	
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39 1295	22.5.13			
LEAF 5dr hatch	★★★★★	Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m1545	27.4.11	
QASHQAI 5dr hatch	★★★★★	1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56 1365	19.2.14	
X-TRAIL 5dr hatch	★★★★★	1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48 1550	13.8.14	
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34 1508	29.7.09			
GT-R 2dr coupé	★★★★★	Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28 1775	6.5.09	
NOBLE														
M600 2dr coupé	★★★★★	M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25 1305	14.10.09	
PEUGEOT														
208 3/5dr hatch	★★★★★	1.2 VTi Active	109	14.2	-	14.5	9.1	2.9	81	87	21.2	41/45 1080	18.7.12	
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42 1160	11.2.15			
308 3/5dr hatch	★★★★★	1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59 1395	15.1.14	
508 SW estate	★★★★★	2.0 HDi 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46 1680	25.5.11	
2008 Mini SUV	★★★★★	1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59 1180	19.6.13	
3008 5dr hatch	★★★★★	Sport HDi 150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50 1580	11.11.09	
Hybrid4	118	9.0	31.6	8.9	8.6	2.6	161+36221+14832.7/4149	1790	25.1.12					
5008 SW MPV	★★★★★	1.6 HDi 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48 1547	27.1.10	
RCZ 3dr coupé	★★★★★	R THP 270	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44 1355	12.2.14	
PORSCHE														
BOXSTER 2dr convertible	★★★★★	S 3.4	172	4.7	11.4	4.2	14.2	2.9	311	266	40.3	25/32 1420	27.6.12	
CAYMAN 3dr coupé	★★★★★	2.7	165	5.9	13.6	5.1	8.2	2.7	271	214	23.9	29/34 1385	24.4.13	
911 2dr coupé	★★★★★	Carrera	180	4.8	10.8	3.8	11.7	2.3	345	288	32.8	21/35 1445	7.3.12	
Turbo S	197	3.0	7.1	2.6	6.8	2.6	552	553	37.9	20/31 1605	8.1.14			
Targa	182	4.3	9.8	3.6	15.0	2.4	394	325	37.9	21/29 1578	18.6.14			
918 SPYDER 2dr coupé	★★★★★	4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44 1740	22.10.14	
PANAMERA 5dr hatch	★★★★★	4.8 Turbo	188	4.0	9.2	3.4	13.5	2.5	493	567	45.0	20/28 2045	20.9.09	
MACAN 5dr 4x4	★★★★★	Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31 2000	4.6.14	
CAYENNE 5dr 4x4	★★★★★	Hybrid	150	6.0	16.6	6.0	*3.6	2.5	374	324	37.8	26/29 2315	23.6.10	
RADICAL														
SR3 SL 2dr	★★★★★	SR3 SL	161	3.4	8.4	3.7	4.8	2.7	245	265	24.9	14/-	765	30.11.11
RENAULT														
TWINGO 5dr hatch	★★★★★	Dynamique	94	17.6	-	19.1	29.4	2.9	69	67	20.8	42/52 865	29.10.14	
ZOE 5dr hatch	★★★★★	Dynamique	84	12.3	-	13.9	9.1	2.9	87	162	7.8	250Wh/m1468	31.7.13	
CLIO 5dr hatch	★★★★★	9.0 TCE	113	13.4	-	13.9	19.1	2.8	89	100	23.8	38/47 1009	6.3.13	
RS 200 Turbo	143	7.4	20.9	6.9	9.1	2.8	197	177	20.8	32/37 1204	23.10.13			
MEGANE 3/5dr hatch	★★★★★	1.9 dCi130	127	9.1	29.6	9.6	9.2	2.7	128	221	32.4	41/49 1400	21.10.19	
250 Cup	156	6.0	13.7	4.9	6.6	2.7	247	251	28.4	28/34 1320	13.01.10			
275 Trophy-R	158	6.4	14.0	5.0	6.4	3.1	271	266	27	26/33 1297	5.11.14			
SCENIC 5dr MPV	★★★★★	Grand 1.4 Tce	121	11.0	34.8	10.4	9.2	2.3	129	140	22.1	28/36 1457	16.9.09	
ROLLS-ROYCE														
PHANTOM 4dr saloon	★★★★★	Phantom	149	6.0	14.7	5.3	*3.0	2.7	453	531	38.7	8/17 2485	2.4.03	
2dr Coupé	155	6.1	15.5	5.9	*3.4	2.9	453	531	38.7	7/18 2495	27.8.08			
GHOST 4dr saloon	★★★★★	Ghost	155	4.9	10.6	3.9	*2.3	2.6	563	575	46.0	18/23 2450	7.7	

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AK 30	17 H	LM 7	POD 3	WM 6	32 CA	56 GF	11 MG	RG 65	40 UG	1 GBW	1 SUU
AML 77	H 97	L 43	POR 5H	4 WD	54 CB	58 GH	75 MJ	RG 67	57 UD	1 GEW	1 THN 1
47 B	HAJ 1G	LJ 2	PR 4	22 XXX	93 CB	42 GN	22 MU	RG 69	70 WN	GWN 1	1 TMJ
BJ 3	HB 7	LJ 3	PR 8	96 X	CB 26	37 GS	56 ND	43 RJ	41 WR	1 HJY	1 TNK
BK 4	4 HER	LJ 4	PS 4	7 XA	49 CS	84 GS	26 NE	52 RJ	21 WL	1 HWX	1 TOC
BN 6	5 HER	LJ 6	RM 2	7 XC	13 CT	69 GW	29 NL	56 RJ	55 WL	HX 1	1 TTJ
BN 7	4 JAK	7 LX	10 R	20 Y	19 CT	HM 33	26 NM	57 RJ	WC 45	1 HYP	1 TTJ 1
BR 6	JAN3E	85 M	4 RON	7 YN	98 CT	10 HY	83 NS	61 RJ	1 BGR	1 JUL	1 UA
7 BUD	4 JEY	M 36	5 RY	5 YYY	CK 20	56 JA	84 NT	63 RJ	1 KED	1 LFO 1	1 UDV
7 BX	JH 54	M 55	ROS 5	2x2's	82 DJ	39 JD	OO 77	91 RJ	1 BGR	1 LRD	1 USH
82 C	3333 J	MT 5	111 ROB	43 AB	33 DL	16 JH	11 OU	95 RJ	BGR 1	1 MFB	1 XAJ
C 144	JJ 2	333 MW	8 S	82 AT	73 DS	JH 54	50 OT	53 RS	BHT 1	1 NFU	1 XB
4 CAT	JJ 3	47 N	9 SA	99 AS	DL 95	41 JN	80 OL	59 RS	1 BMG	1 NRH 1	1 XD
2 CH	333 JJJ	67 N	2 SLK	16 AY	DM 77	68 JS	77 OO	18 RY	1 BVT	NST 1	XRS 1
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DB 171	JON 1N	NAS1R	SUM 1L	10 BA	20 EF	75 KA	69 PN	89 SB	1 CGU	OWK 1	1 YH
D14 ANE	JOY 1S	7 NJ	1111 T	25 BF	33 EJ	81 KK	50 PE	60 SF	1 CSG	1 OXX	1 YNC
E 31	JS 535	NO 4	500 T	30 BV	29 EL	17 KL	69 PE	86 SN	1 CTE	1 PHL	1 YOR
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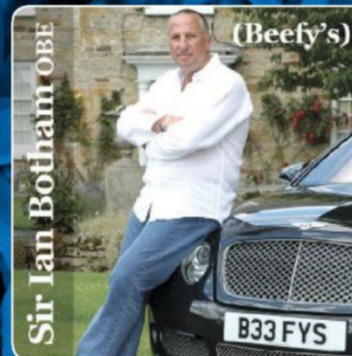
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100 miles in one hour

22 February 1913

Just over a century ago, the feat of covering 100 miles over the course of just one hour was one that tantalised car makers keen to use the hallowed benchmark in order to advertise their products.

The record was finally broken in 1913 on a damp, grey February day at Brooklands. Percy Lambert, driving a Talbot, "reached the goal for which manufacturers have striven for so long", as Autocar's contemporary report put it.

Several aspects of Lambert's record were remarkable, not least the power output of his Talbot, which produced 120bhp at 3000rpm – quite a feat from a 4.5-litre four-cylinder engine of the time. The car was designed by George WA Brown, an expert engine tuner at the Clement-Talbot company in Kensington.

A week earlier, a record bid in perfect weather had been scuppered by a damaged tyre. For the renewed attempt, supplier Palmer Tyre took extra precautions with its ribbed-tread cord tyres, fitting extra security bolts.

But on 15 February, the weather was atrocious. "Everyone feared that nothing would be attempted,"

At 12.43pm the Talbot bounded away. Lambert was soon up to speed and never dipped below 100mph on any lap

Autocar reported, "but it seemed that the banking was not very wet, and Mr Lambert knows the track so well that he was able to make light of the dense fog, although afterwards he was heard to say that he could hardly see for several laps owing to the moisture on his goggles."

At 12.43pm the Talbot bounded away. Despite a slower-than-expected first lap, Lambert was soon up to speed and never dipped below 100mph on any lap.

"Interest centred around the way in which the car came off the banking each time, and the most elaborate and successful signalling devices, which were really splendid, under the direction of Mr

Harold Lambert," Autocar described.

"Large panels of plywood were supplied, bearing on one side a red number and on the other a white one. If the car had done 97mph on any lap, the driver would have seen a red '7' when he next passed, and if he did 103mph he saw a black '3'. The red numbers were not called into requisition at all."

When the hour was up, Lambert had completed 38 laps. The previous record for the hour stood at 97 miles and 1037 yards. Lambert eclipsed it by more than six miles, resetting the standard to 103 miles and 1470 yards.

Autocar noted with pride that the record had been set by an Englishman driving a British-designed car, but recognised that the pace of automotive development was such that Lambert's benchmark wouldn't last for long.

"Others may, nay certainly will, build cars that will travel more than 100 miles in an hour, but we venture to predict that this record will stand out in the history of motoring as a thing by itself," we said.

Lambert would be killed later that year while trying to push his record even higher before his retirement.

Got an opinion? Email us at autocar@haymarket.com

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Combined 39.8 (7.1) Co2 165g/km



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2.0 TDI 150 SE 5dr

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OTR £23,994

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Urban: 53.3 (5.3) Extra Urban 68.9 (4.1)
Combined 61.4 (4.6) Co2 119g/km



NEW 2015 Audi A6 Saloon

SAVE 19%

2.0 TDI Ultra SE 4dr

Saving £5,977

OTR £25,978

Fuel consumption in mpg (l/100km)
Urban 55.4 (5.1) Extra Urban 74.3 (3.8)
Combined 65.7 (4.3) Co2 113g/km



Mercedes-Benz GLA

SAVE 9%

200 CDI Sport 5dr

Saving £2,304

OTR £23,961

Fuel consumption in mpg (l/100km)
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Combined 62.8 (4.5) Co2 119g/km



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MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Competition terms and conditions apply; visit peugeot.co.uk/308gt_fos for further details. Information correct at time of going to press.

NEW PEUGEOT 308 GT

MOTION & EMOTION



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